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# China Mail

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No. 25,962

HONG KONG, THURSDAY, AUGUST 30, 1928. PRICE, \$3.00 Per Month.



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Hong Kong's Only European Optician.  
Careful, accurate work, first quality lenses, reasonable charges.

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Optometrist (Canada)  
F.I.O. (London).

## A DISTRICT COURT MARTIAL.

### HELD TO-DAY.

CHARGES AGAINST TWO HEAVY BATTERY MEN.

PLEA OF "NOT GUILTY."

A District Court Martial was held in Victoria Barracks this morning.

The Court was composed of Major G. R. Pendergast, 1st Queen's Royal Regiment, (President), Capt. P. Perfect, K.O.S.B., and Lieut. K. W. Morris Jones, R.A.

There were two accused, namely: Gunner William Edward Shipley, 20th Heavy Battery, R.A., L/Bdr. Benjamin Cotton, 31st Heavy Battery, R.A.

The case against Gunner Shipley was taken first.

He was charged with (1) absenting himself without leave on August 15, in that he was absent from Tattoo roll call at Stonecutters, and continued to be absent until he was apprehended at 10.45 p.m., on the same date in the vicinity of the Star Ferry wharf, Hong Kong; and (2) resisting a Military escort which tried to apprehend him for alleged drunkenness.

Accused pleaded "not guilty" to both charges.

The Prosecuting Officer was Capt. W. J. Stopford, 20th Heavy Battery, R.A., whilst the accused's "friend" was Capt. H. B. Le Gros, H.K.S., R.A.

On the application of the defending Officer, evidence in the two charges was taken separately.

L/Bdr. Neres, 20th Heavy Battery, R.A., who was Battery Orderly at Stonecutters on August 15, gave evidence that accused was absent when witness called the roll at 10 p.m.

L/Cpls. Dowse and Scarborough, K.O.S.B., who were doing duty as Garrison Military Police deposed to apprehending the accused in the vicinity of the Star Ferry at 10.45 p.m. They took him to Murray Barracks.

In the accused's company at the time were L/Bdr. Cotton and a civilian whom the witness afterwards found out was Warder Hodge.

At the conclusion of the case for the prosecution, Capt. Le Gros, who did not question any of the witnesses, submitted that he had no case to answer as no evidence had been given to show that accused had no right to be absent.

After a short adjournment, the Court decided to recall L/Bdr. Neres who deposed that accused did not have a pass on that date. Witness had the late leave list in his possession, and accused's name did not appear on that list.

After this evidence had been taken, the Court adjourned until 2 p.m.

## ON SUPERVISION.

EX-CONVICT FAILS TO REPORT.

FINED TO-DAY.

At Kowloon Court this morning, before Mr. W. Schofield, Leung Wai, alias Leung Wahing, was charged, with failing to report to the police while on a twelve months' supervision.

Defendant said that he had been several months in Canton. He left the Colony on January 17 and did not report to the police, as he had intended.

When asked by the magistrate why he did not report this month, defendant failed to give a satisfactory reply.

Inspector Fallon informed the magistrate that he found the defendant in Canton-road. He was arrested and when at the station said that his belongings were being kept by a friend who resided at No. 41 Austin-road. On going to the flat in question, the report book was found among a heap of his "rubbish."

The magistrate said defendant had not made any effort to report to the police, and fined him \$75, with the alternative of two months' hard labour.

St. Pancras electricity department had a profit of \$47,348, compared with \$18,889 and \$31,489 in the two previous years, and West Ham a gross profit of \$174,444, against \$155,353 the previous year.

## GEARY IS CHOSEN FOR ENGLAND.

### THE TEST TEAM.

THE 17 PLAYERS PICKED UP TO GO TO AUSTRALIA.

JUPP STANDING BY.

London, Yesterday. Geary completes the English cricket team to tour Australia and Jupp will go if a vacancy occurs before the team sails.

[G. Geary (Leicestershire) is a bowler of more than average ability and was a member of the M.C.C. team that went to South Africa last year. He has been out of the game of late owing to an injured arm.]

Already Selected.

The following had already been selected:

A. P. F. Chapman (Kent), captain,

J. C. White (Somerset), vice-captain,

D. R. Jardine (Surrey),

Hobbs, J. B. (Surrey),

Sutcliffe, H. (Yorkshire),

Tyldesley, E. (Lancashire),

Hammond, W. R. (Gloucestershire),

Tate, M. W. (Sussex),

Leard, M. (Yorkshire),

Larwood, H. (Notts),

Ames, L. (Kent), wicket-keeper,

Hendren, E. (Middlesex),

Mead, C. P. (Hampshire),

Duckworth, G. (Lancashire), wicket-keeper,

Staples, S. J. (Notts),

Freeman, A. P. (Kent).

The following shows the seasons in which those chosen have played in Tests against Australia:

In England.

A. P. F. Chapman: 1926, being skipper in the last and deciding match which gave England back the Ashes.

J. C. White: 1921.

Hobbs: 1909, 1912, 1921, 1926.

Sutcliffe: 1926.

Tyldesley: 1921, 1926.

Tate: 1926.

Larwood: 1926.

Hendren: 1921, 1926.

Mead: 1921.

In Australia.

A. P. F. Chapman: 1924/5.

Hobbs: 1907/8, 1911/12, 1920/1, 1924/5.

Sutcliffe: 1924/5.

Hendren: 1920/1, 1924/5.

Mead: 1911/12.

Freeman: 1924/5.

D. R. Jardine, Hammond, Leyland, Ames, Duckworth, and Staples are new to Test cricket against the Australians.

J. C. White, Tyldesley and Larwood have played at Home but not in Tests in Australia.

Hammond, of course, is the great all-rounder of the side.

J. C. White, Tate, Larwood, Staples and Freeman have been chosen for their bowling.

Ames is good batsman as well as stumpier; Duckworth not so much of a batsman but a good wicket-keeper nevertheless.

A. P. F. Chapman, D. R. Jardine, Hobbs, Sutcliffe, Tyldesley, Hammond, Leyland, Hendren and Mead are expected to make runs.

The Dates.

The M. C. C. have made a new departure in selecting the team comparatively early, possibly in response to suggestions that those who are to go should know early.

The Test programme is as follows:

First, Nov. 30, at Brisbane.

Second, Dec. 14, at Sydney.

Third, Dec. 29, at Melbourne.

Fourth, Feb. 4, at Adelaide.

Fifth, March 8, at Melbourne.

There will be twenty other fixtures, some of two days, some three, and some four.

In 1924/5 overs in all matches consisted of 8 balls. In the Tests of 1928/9, Test overs will be of 6 balls, those in other matches of 8.

FRENCH FLIERS.

COSTES & LE BRUX HONOUR-ED BY U.S.A.

THE FLYING CROSS.

Paris, Yesterday.

The American Ambassador has presented to Costes the American Distinguished Flying Cross for his world flight and a similar cross will be presented to Le Brux when he returns to Paris.

## WHAT HALDANE'S WILL REVEALS.

### A NOTABLE BEQUEST.

£1,000 LEFT TO GOETTINGEN UNIVERSITY.

HOME INSTITUTIONS ALSO.

London, Yesterday. The will of the late Lord Haldane is notable for a bequest of £1,000 to Goettingen University.

Lord Haldane studied philosophy at Goettingen University and, later in life, at a gathering in England, he referred to the spiritual influence which a certain great man at that university had had upon him. This remark appears to have been misinterpreted, Lord Haldane being reported as having spoken of Germany as his "spiritual home" and, as is well known, he suffered much unpopularity during the late war in consequence.

Lord Haldane makes bequests also to Edinburgh University, Bristol University and other educational institutions in Great Britain.—British Wireless Service.

## IN SHANGHAI.

### NATIONALIST PUBLICITY OFFICE.

A PROTEST.

Shanghai, To-day. A Nationalist news agency states: that the report that the Shanghai office in Jinkee-road of the Intelligence and Publicity Department of the Ministry of Foreign Affairs has been searched and closed by order of the S.M.C. is unfounded. The offices of the department are still open and are functioning.

The Commissioner for Foreign Affairs has lodged a strong protest with the Consular Body concerning the seizure by police of anti-Japanese literature found in the office.—Reuter.

## INDIA'S POLITICS.

### WHAT THE ALL-PARTIES CONFERENCE DEMANDS.

DOMINION STATUS.

Lucknow, Yesterday. The All Parties' Conference are unanimously demanding a form of government of responsible and popularly elected legislative bodies and a system not lower than Dominion status.

Sir Tej Bahadur Sapru, an ex-law member of the Government of India, declared that there was no difference between dominion status and responsible government.—Reuter.

## CRUELTY CHARGE.

### CASE AT INSTANCE OF S. P. C. A.

CHINESE FINED.

That the defendant had never been before the Court for the offence committed was the statement made at the Kowloon Court to Mr. W. Schofield this morning by Mr. J. O'Brien, Inspector for the S.P.C.A., who prosecuted in a case in which a Chinese was charged with cruelty to animals.

Evidence for the prosecution indicated that 5 pigs were landed at the Yau-mai Railway Station from the 11.30 down train yesterday morning. They were all in separate crates. One of the animals in question was bleeding badly at the legs as a result of cuts. The defendant was arrested and taken to the Mongkok police station, where he admitted the offence.

Defendant stated in Court that he had brought the animals from the New Territories. In answer to the magistrate, Inspector O'Brien said, that defendant had been engaged in this business for some years. He was employed by the Pin Shing-long company. One of defendant's folk had only just recently been convicted for a similar offence.

A fine of \$10 was imposed.

The British Drama League gave a tea party at the Drama League Library, Adelphi-terrace, Strand, to members of the Drama League of America, who were on a theatre tour of Europe.

## LOCAL DOCKYARD CHANGES.

### MEN LEAVING.

PRESENTATION TO MR. TOM FOSTER AT D. R. C.

THE RELIEFS.

At the Dockyard Recreation Club last evening the members of the Dockyard staff gathered in force to bid farewell to Mr. Tom Foster, of the Chief Engineers Dept., who is leaving H. M. Dockyard Hong Kong on Saturday next, having been appointed to Portsmouth Dockyard on relief.

Mr. J. Magill, of the Chief Engineers Dept., occupied the chair, and Mr. W. Sayers, of the same Dept., presented Mr. Foster with a

handsome silver rose bowl on behalf of his many friends in the Dockyard, who wished their departing clubmate all good luck and happiness in his new appointment.

Mr. Foster, responding in happy vein, was given a most enthusiastic reception.

A small musical programme contributed to by Messrs.—R. Taylor, W. Pearce, F. Wynne and other old friends made the occasion a pleasant one. The usual cheers and a "Tiger," with "Auld Lang Syne" preceded "The King," after which general business again proceeded in the Club Room.

Mr. Foster is also a well known and popular member of the Kowloon Bowling Green Club.

Other departures from the Naval Yard this week include Mr. J. McQueen, Constructor, who has been appointed to a Home Yard on relief, Mr. W. J. Rundell, 2nd Grade

CLERK, Chief Engineer's Dept., who is appointed to Devonport Dockyard on relief, and Mr. W. Payne, Inspector, Chief Constructor's Dept., appointed to the Admiralty on termination of temporary service.

Mr. Mathias, Constructor, is joining the local Yard vice Mr. McQueen and Mr. A. Biggs, 2nd Grade Clerk joins the Naval Yard vice Mr. W. J. Rundell this week.

MURDER?

## "WANTED" CHINESE IN COURT.

FATE OF A BOY.

Tsang Yu, a man allegedly "wanted" by the Canton Government was brought before Mr. R. E. Lindsell this morning to face two charges (1) kidnapping a boy named Kwan Wal at Kau Kong, Chinese territory, last year and (2) murdering the boy in a pirate lair. On the application of the Acting Director of Criminal Investigation, M. T. Murphy, prosecuting, the case was adjourned until August 6. The Canton Government has applied for the extradition of the defendant.

NEW U.S. CRUISERS.

## TWO MORE TO BE READY NEXT YEAR.

Washington, Yesterday.

It is announced that the first two of the eight United States cruisers exceeding 10,000 tons, at present being constructed, will be launched in the spring of 1929 and commissioned in July, 1929.—Reuter.

## JOHN HILL WINS TITLE.

### "FLY" CHAMPION.

"NEWSBOY" BROWN OF AMERICA LOSES ON POINTS.

TEDDY BALDOCK'S VICTORY.

London, Yesterday. Johnny Hill beat "Newsboy" Brown (America) on points for the flyweight championship of the world at the Clapton open-air Stadium.

Hill was cleverer and speedier throughout and scored with beautiful lefts. He quickly gained the lead on points. The American was unable to fathom the Scot's science and was boxed out over the majority of the rounds.

There were amazing scenes when before a record crowd of 50,000 Teddy Baldock beat Johnny Brown in the second round, the latter's seconds throwing in the towel.—Reuter.

## RIOTING IN RIGA.

### THREE DEATH SENTENCES COMMUTED.

SOCIALISTS SUPPRESSED.

Riga, Yesterday.

The death sentences of three of the condemned men have been commuted. A fourth condemned man, named Kornilovich, ex-Chief of Frontier Guards, will be executed.

Acting on instructions of the Minister of the Interior, the police have suppressed the Independent Socialist and Communist Party, who had proclaimed a general strike on August 22, which led to rioting in the capital.

The Court of Appeal will decide whether the ministerial action can be upheld.—Reuter.

## U.S. MERGER.

### UNITED CIGAR STORES AND SCHULTE'S STORES.

BIG RETAIL CHAIN.

New York, Yesterday.

It is rumored in Wall-street that negotiations are in progress for a merger between the United Cigar Stores Company of America and the Schulte Retail Stores Corporation, which will bring together the largest chain of retail tobacco organizations in the country.

The United Cigar Stores has monthly sales of \$35,000,000 and the Schulte \$2,000,000.—Reuter's American Service.

## DISASTER IN ITALY.

### HAILSTORMS & HURRICANE IN LOMBARDY.

6 KILLED; 100 INJURED.

Monza, Lombardy, Yesterday. Six passengers were killed and over 100 injured, in a hailstorm between Monza and Legnano. Enormous hailstorms and hurricane caused heavy damage. A small tower of the cathedral and many chimneys and telegraph wires were blown down while many buildings collapsed at Fossati.—Reuter.

## JAPAN'S "REDS."

### PRELIMINARY TRIAL OF FORTY.

85 FOUND GUILTY.

Fukuoka, Yesterday.

The preliminary trial of forty Communists has been concluded here. Thirty-five were found guilty of violation of the law for the maintenance of peace and order. The defendants, who it appears distributed Communist pamphlets and posters during the General Election in February, will be tried publicly in the near future.—Reuter.

## BIG ACTION.

### 11 STEAMSHIP COMPANIES QUE U.S. GOVERNMENT.

New York, Yesterday.

Eleven steamship companies, including the Cunard Company, are suing the United States Government for \$1,650,000 to cover losses sustained through alleged improper rejection of immigrants.—Reuter's American Service.

## A SHIP WITHOUT ENGINEERS.

### "ALL-ELECTRIC."

"BRUNSWICK'S" TRIALS ON THE CLYDE.

STEERS AUTOMATICALLY.

London, Yesterday. The remarkable new all-electric ship, "Brunswick," of 9,000 tons for the Atlantic Oil Shipping Company of Philadelphia, ran her trials on the Clyde.

She is the largest ship of her type yet built. The captain's bridge is an amazing place from whence the vessel can be operated by one person at the switch-board.

The ship is steered automatically and does not require engineers to start or stop the Diesel engines. Once the course is set she requires no further attention.—Reuter.

## THE PEACE ACT.

### SOUTH AMERICAN STATES JOIN IN.

COPY FOR CHINA.

Washington, Yesterday.

Cuba, Bolivia and Peru have notified the State Department of their intention to adhere to the Kellogg Pact.

Brazil's Congratulations. Rio de Janeiro, Yesterday. Replying to the United States invitation to adhere to the Kellogg Pact, the Brazilian Government congratulates the United States and other signatories. "All the more since the principles laid down in the Pact, even before they are engraved in the text of the Republic's Constitution, are already engraved in the conscience of the Brazilian people, who never in any circumstances will fail in them." The note concludes by "duly noting" the invitation.

Buenos Aires, Yesterday. The United States has invited Argentina to adhere to the Pact.

Soviet Criticism.

Moscow, Yesterday. The Soviet Press emphasises that the Pact does not remove the contradictions dividing the different countries, and in no way prevents the growth of armaments.

For China's Nationalists.

Shanghai, Yesterday. Mr. E. S. Cunningham has sent to Mr. C. T. Wang a copy of the Peace Pact, signed in Paris on August 27, with a covering letter.

He has the honour, he says, formally to communicate the text for the consideration and approval of the Nationalist Government. Referring to the clause concerning ratification, the Charge d'Affaires points out that it is provided that the Pact shall be open to the adherence of all other Powers. The United States Government will be happy at any time to receive appropriate notices of adherence from any Power desiring to participate in the treaty.

For Ireland.

Paris, Yesterday.

Mr. Kellogg and Mr. Cosgrave left by special train for Havre, where they will embark on the United States cruiser "Detroit" for Ireland. Mr. Kellogg is returning Mr. Cosgrave's visit to the United States, which was made earlier in the year.

Greece Adheres.

Athens, Yesterday.

It is officially announced that Greece will adhere to the Kellogg Pact.

Rhineland Not Mentioned.

Brussels, Yesterday. M. Hyman, the Foreign Minister, on his return from signing the Pact in Paris, declared that the question of the evacuation of the Rhineland was not mentioned in his talks with Dr. Stresemann and other statesmen in Paris.

Hungary's Contention.

Budapest, Yesterday. The Hungarian newspapers comment upon the invitation to Hungary to adhere to the Kellogg Pact is not enthusiastic. They declare the Pact is only effective if its signature is followed by the abolition of existing injustices regarding which they allege that Hungary's wartime adversaries are hostile towards Hungary and are treating Hungarian minorities contrary to the Peace Treaty.—Reuter.

## ONE MORE AIR TRAGEDY.



**ASK FOR**  
**GUINNESS STOUT (Monkey Brand)**  
**BASS L. G. ALE (Stones)**

Stocked By  
Messrs. Chan Yuen, 6, Cochrane Street, Hong Kong  
Messrs. Hung Cheong, 68, Nathan Road, Kowloon.

The level of port dues in Australia has long been a subject of comment in shipping circles, where it is considered to have an important bearing on freight rates. News has now been received that the

That I am fully aware of the economies that can be effected by modern installation is clear from my report to the Coal Conservation Committee during the war, but I repeat what I have said elsewhere that

even if the requisite millions of money were available to build the most efficient iron and steel works which modern knowledge and experience could devise, I would not undertake the responsibility of building the works in this country under present conditions if I had to guarantee the earning of sufficient profits 'to cover depreciation and obsolescence' on its full cost, and to pay a fair return on the capital invested.

One of the chief criticisms is to the effect that our plant is not as efficient as that of America or the Continent.

In 1918 Great Britain produced more iron and steel than in any previous year. As a result of the war our capacity was expanded and improved until shortly after the war it was probably more efficient than at any time within recent years. Since, however, the extension and improvement was carried out under the hurried stress of war conditions and to meet war emergencies, it is not surprising that there is lack of balance.

**Agencies and Branches:**

ALOR STAR	KUOHING
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DELHI	PERANG WANG
JALPAWPURE	BANGKONG
CEBU	BAFOON
COLOMBO	BARAGHANG
DELHI	SEPERMEN
HAIPHONG	SENGALIA
HAMBOURG	SINGAPORE
HANKOW	SUMATRAYA
HARBIN (W. Manchuria)	(P. M. S.)
HONG KONG	TAVOY
IOILO	YOKOHAMA
IOON	TOKYO
KALACAI	TONGKAI (Bhakti)
KLANG	TONGKAI
KUALA KANGSAR	YOGIUTANA
Perak (P. M. S.)	ZAMBOANGA
KUALA LUMPUR	(Philippine Islands)

**Branches and General Banks:**

Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,  
Manager.  
Hong Kong, 3rd April, 1923.

**THE BANK OF TAIWAN, LTD.**  
(TAIWAN GINKO).

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Incorporated by Special Imperial Charter, 1899.

Central Bank in Formosa.  
Bank Notes issued  
Average amount      Yen 45,000,000.

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FORMOSA:—Guan, Kagi, Kankun,  
Keelung, Miaoan, Tainan, Shih  
chiku, Suifu, Tamsui, Taka  
shan, Tientsin, Toei, Hailu, Tai  
CHINA:—Shanghai, Hankow, Amoy,  
Fuchow, Swatow, Canton.  
OTHERS:—Hong Kong, Singapore,  
Soerabaya, Semarang, Batavia,  
Bombay, Calcutta, London, New  
York, Dairen.  
LONDON BANKERS:  
The London County Westminster and  
Fair's Bank.  
The Bank has Correspondents in the Commercial  
Ports in the European Continent, Russia, Mex  
ico, China, Calcutta, Java, India-China, Siam, Lon  
gkong, Hongkong, Shanghai, Amoy, Singapore,  
Philippines Islands, Java, Aitrah, Yoko, Australia.

Deposits at rates which will be quoted on application.  
Deposits in Tea can be accepted.

J. HARRA, Manager

**HONG KONG BRANCH:**  
3, Queen's Road Central.  
Hong Kong, 22nd September, 1927

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**THE BANK OF CHINA.**  
**行銀國中**

(Specially Authorized by Presidential  
Mandate of the Republic of China  
on the 22nd of November, 1917).

Authorized Capital ..... 800,000,000.  
Paid-up Capital ..... 13,278,760.  
Reserve Fund ..... 9,629,425.

**HEAD OFFICE: PEKING.**

**HONG KONG BRANCH:**  
4, Queen's Road Central.  
Hong Kong and Sub-branches all over

America, and other parts of the world.  
 London Bankers:—The National Provincial and Union Bank of England, Ltd.  
 The Guaranty Trust Company  
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 New York Bankers:—The Irving National Bank.  
 The Equitable Trust Company  
 New York.  
 Interest allowed on Current Accounts and Fixed Deposits. Terms on application.  
 Every description of Banking Business transacted.  
 Loans granted on approved securities.  
 Special facilities for Home Remittances.  
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 SHOU J. CHEN,  
 Manager.

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**THE BANK OF CANTON, LTD.**  
 Established 1912.  
 Head Office—Hong Kong.  
 Authorized Capital (H.K. Currency)—\$1,000,000.  
 Paid-up Capital—\$1,000,000.  
 Reserve Fund—\$1,000,000.  
 HEAD OFFICE:—  
 Canton, Shanghai, Hankow, Swatow, Hongkong, New York and San Francisco.  
**LONDON BRANCH:—**  
 10, LECY'S BUILDING, 10, MARK LANE, LONDON, E.C. 3.  
 CORRESPONDENTS:  
 In all principal cities of the United Kingdom, India, China, and elsewhere.  
 Every description of Banking Business transacted.  
 Remittances made by telegraphic transfer or by bank drafts.  
 Loans granted on approved securities.  
 Interest on deposits at 5% per annum.  
 LOOK FOONG SHAN,  
 Chief Manager.  
 Hong Kong, 12th February, 1922.

That I am fully aware of the economies that can be effected by modern installation is clear from my report to the Coal Conservation Committee during the war, but I repeat what I have said elsewhere that

even if the requisite millions of money were available to build the most efficient iron and steel works which modern knowledge and experience could devise, I would not undertake the responsibility of building the works in this country under present conditions if I had to guarantee the earning of sufficient profits 'to cover depreciation and obsolescence' on its full cost, and to pay a fair return on the capital invested.

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But even Dr. Niebuhr, writing in 1921 ("Die Reorganisation der englischen Industrie"), in spite of some strictures, admitted "that what has been achieved may be regarded as a remarkable success." While, however, individual work have similar machinery, as in America on the Continent, it is true that the average practice here is not equal to the average in America on the Continent.

**WAR PROFITS.**  
Writing of the profits in the early war years, Mr. Stewart, in his pamphlet on iron and steel prices in the United States during the war says:

The prices were high enough not merely to maintain production, but to persuade producers to increase their productive capacity in spite of the high costs of construction and the knowledge that the war demand for steel could not long continue. Out of the profits yielded at these prices the industry thus provided for a rapid rate of depreciation and obsolescence and still show enormous gains.

In France new works were built to replace those destroyed during the war - out of reparations money at low capital costs to the industry, while Belgium practically rebuilt her works from the same source and now has a capacity both for pig iron and steel 50 per cent.

## SUMMER RHEUMATISM.

Although it is often aggravated by cold, rheumatism is in the blood and therefore returns with every change of weather, even in summer.

Building up the blood is the best remedy for rheumatism as the enriched blood is able to overcome or throw off the poisons of the disease. This is why Dr. Williams' Pink Pills, the world renowned Blood Tonic, have been so eminently successful in cases of rheumatism, even in its worst forms. For example:—

"My trouble was pronounced rheumatism," says Mrs. M. Clinton, of No. 70 George Street, Roxbury, Boston, Mass., "and was said to be caused by an excess of acid. My blood was poor and was in a generally run-down condition. I was not confined to bed but I had pains in my shoulder and a burning and numb feeling in my feet.

"As long as I was moving about, my feet did not trouble me, but when I sat down they would tingle numb with sensations as though pins and needles were pricking them. At night my feet were numb and aching so that I could not sleep."

"I had suffered for a long time in this way before I heard about Dr. Williams' Pink Pills. After I tried them I soon noticed an improvement. The burning pain went away and I gained in strength so that I did not tire so easily as formerly. The pain in my shoulders also stopped also and my sleep became sound and refreshing. I am certainly pleased with the way Dr. Williams' Pink Pills have helped me and I have recommended them to my friends."

Chemists everywhere sell Williams' Pink Pills for Pale People, or sent post free at \$1.00 per bottle, 6 bottles \$6, by the Williams' Medicine Co., 60, Kinross Road, Shanghai.

Even the most efficient plant that could be devised to manufacture the steel products we now so largely import could not guarantee an adequate financial return under present conditions, which permit British products to be undersold by imported material thrown on this market at cost or less than cost of production in the exporting country, especially when the entire rebar wages of those countries are 65 to 70 per cent. of ours.

### PROFITS SMALL

Some of our extreme Free Trade critics state that we should have these large combined works which they say are so much more efficient than ours, and also state that if we obtain "safeguarding" we should become more inefficient. Considering all these large efficient plants are in highly protected countries it would appear that their fears of increased inefficiency under safeguarding are inconsistent.

No amount of financial reconstruction could, under present conditions, enable profits to be earned sufficient to finance the necessary improvements if our industry is to keep pace with developments in other countries, nor would they render possible the attraction of new capital for that purpose, since, as I have said, under the system of free imports profitable operations cannot be secured.

The Balfour Report stated that "the ability of the British iron and steel industry to retain its place as one of the leading iron and steel industries of the world will be conditioned by many factors, but perhaps above all by its power to enlist men of inventive genius as well as men of outstanding capacity as organisers."

**MR. CHARLES SCHWAB.**  
I know many of the men who are responsible for the conduct of the British iron and steel industry, and I know many managers, chemists, engineers, and others. I have worked in America, and have kept in touch with works practice in that country, and I say without any hesitation that in technical efficiency our men take second place—none. All the great inventions in the past—those of Darby, Neilson, Bessemer, Siemens, Thomas, Hadfield, and others—have been of British origin, and we still lead the way in technical efficiency.

This was admitted by Mr. Charles Schwab, an expert, who has been called the father of the United States Steel Corporation, at the annual dinner of the Iron and Steel Institute, where he said: "There has not been a great process in iron and steel that has marked America or any other country's development that did not have its origin in Great Britain."

It will, of course, be asked whether it is if we have some efficient workmen, excellent personnel, and a favorable geographical situation that British prices are so high compared with Continental. First, let me controvert the statement that British prices are high.

### OUR COMPETITORS.

As measured by the Board Trade price index number prices for British iron and steel products are only 18 per cent above pre-war, whereas "all commodities" are over 40 per cent above. But even at these prices it is a fact that Continental prices are much lower in our home market. Briefly the reasons for the relative cheapness of Continental material are: A. protective home market and longer working hours and lower wages; lower capital charges; lower raw materials; lower charges in respect of taxation and social services. B. Further when prices based on a lower standard of living are sufficiently low to capture markets

The level of port dues in Australia has long been a subject of comment in shipping circles, where it is considered to have an important bearing on freight rates. News has now been received that the wheat handling charges paid by shippers of wheat at the ports of Geraldton, Albany, and Esperance have lately been reduced by the Government Railways of Western Australia by 4d. per ton, states "The Times." At the same time the berthing dues payable by vessels have been increased by the same amount on every ton of wheat loaded at the jetties, and, accordingly, a steamer which was recently directed to load a cargo of 10,600 tons of wheat at Albany, was charged an additional sum of nearly £178 in dues.

Statistics have lately been compiled of the cost of loading with general cargo six steamers at Australian ports last year, and the port charges, stevedoring and commission were found to represent more than 27 per cent. of the gross freight. The loading costs did not include the "running expenses" of the ships while in port, such as crews' wages. The direct loading expenses amounted in each case to several thousands of pounds.

ing costs were found to amount to 16.5 per cent of the freights, while in the cases of vessels loading in India the proportion was 9.25 per cent. The general cargo loaded in Australia did not include refrigerated produce involving special handling. Since the distance from Australian trade would have represented a still larger percentage if calculated on the lower freights for the shorter distances.

## IMPROVED SWEDISH EXPORT

According to the latest official trade statistics, Swedish exports during the month of June increased in comparison with the previous month, by 399,000 tons to a total of 1,292,000 tons, while imports decreased by 2,000 tons to 726,000 tons. The total exports during the first six months of the year amounted to 5,318,000 tons against 7,838,000 tons for the same period of 1927. Sweden's trade balance for the first half of this year shows an estimated excess of imports over exports by approximately 200 million kronor against only 50 millions in 1927. This is chiefly due to the prolonged strike at the iron ore mines, which reduced the Swedish export of iron ore to a fraction of the normal quantity. The total sales of Swedish timber about the middle of July amounted to 676,000 standard cubic metres, while the sale of wood pulp, owing to the labour conflict earlier in the year, amounted to 432.5 million kilos compared to 558.1 million kilos in 1927.

our competitors do not hesitate to sell a proportion of their output below actual direct costs of production. It must also be remembered that in the production of semi-finished products they obtain credits from the by-products of coke manufacture and surplus gas from coke-making, and blast furnaces, which leaves them a profit when these credits are taken in consideration.

### FURTHER DECLINE.

They are enabled to do this, because of their protected home market, as increased volume of production means reduced cost on total. To take one instance, on German prices for iron and steel products have recently been increased, owing to increased cost of coal by 4s to 7s. per ton for the home market, but these increases have not been applied to goods for export which were already below home prices, because to do so would increase prices above world market prices, and thus exclude Germany from the export trade.

The continuance of present conditions, which do not permit profits being earned sufficient to make "good depreciation" in plants, results in the further feeding of the competitive power of the industries and the longer it continues the more difficult it becomes for the industry to take advantage of a opportunity, should such present self, through changing circumstances, for recovery. Therefore it is not an exaggeration to state that the British iron and steel industry is definitely contracting productive and employment capacities as a result of economic conditions which are not within its control.

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### DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)

A 15x15 crossword puzzle grid. The grid is black and white, with black squares forming a pattern that includes a large cross and several smaller crosses. The numbers are placed in the starting squares of the words.

Numbers 1-65 are distributed across the grid, indicating the starting positions for the words. The grid is 15 squares wide and 15 squares high.

HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1-A saddle girth, as of horsehair (Western U. S.).	46-Yearling seals	18-Congelis
2-A single-masted, fore-and-aft rigged vessel	49-To stagger in 'walking'	19-To make a note of
8-Existed	50-Battle	16-Ground grating
10-A Hebrew minor prophet	54-An age	17-To take up an oven
11-To make an inarticulate sound.	55-A metric land measure	23-A type: ms-sure (pl.)
12-Precedence	57-Garlands	25-Sumx. Pertaining to
13-A custodian of arms	59-Delay past the proper hour	27-Wireless
18-The (French) pl.	61-The goddess of malicious mischief	28-Hollandish
19-Part of the foot.	62-The fruit of the oak	29-A thin soup
20-Girl's name	63-To feed, as from a gurban	30-A great river of W. Africa
21-Fuss	64-A burden lyrical post	33-The cry of the dove
22-A little mound of sand	65-A Turkish general.	37-A river in Oregon
24-An unmarried woman.		38-California
26-Victimized		39-Related by blood
29-Silver and copper		36-An American post and critic
31-Membranous pouches		40-A salt lake in N. Australia
32-What is the capital of Bolivia?	VERTICAL	41-A monkey
34-A way out	1-Corrosive	42-A color obtained from animal tissue
35-Also	2-Ending of nouns	43-S (pl.)
38-Oaks (Scott.)	3-Solets	45-A midional plant
39-A famous Scottish novelist	4-A sharpening stone	47-To resound
41-Away (Scott.)	5-A fissure	51-Girl's name
44-A famous Philistine	6-Mountain range in Wyoming and Colorado	53-An ending of inceptive verbs
	7-A conjunction	54-Large river of Spain
	8-A statement essentially absurd and false	55-A color
	9-Woe (Scott.)	58-River in N. E. Scotland
	12-To become firmly	

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word)

[illegible]



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**PUBLIC AUCTIONS.**

G. R.  
**PUBLIC AUCTION.**

**PARTICULARS & CONDITIONS**  
of the Sale by Public Auction to be held on MONDAY, the 3rd day of September, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshulpo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

No. of Sale		Boundary Measurements		Contents in Sq. Yds.		Annual Rent	
No.	Lot	ft.	ft.	ft.	ft.	ft.	ft.
1	Lot 1	100	100	10,000	1,114	100	1,114

G. R.  
**PUBLIC AUCTION.**

**PARTICULARS & CONDITIONS**  
of the Sale by Public Auction to be held on MONDAY, the 3rd day of September, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Prince Edward Road, Kowloon, in the Colony of Hong Kong for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Sale		Boundary Measurements		Contents in Sq. Yds.		Annual Rent	
No.	Lot	ft.	ft.	ft.	ft.	ft.	ft.
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No.	Lot	ft.	ft.	ft.	ft.	ft.	ft.
1	Lot 1	100	100	10,000	1,114	100	1,114

**LAMMERT BROS.**

AUCTIONEERS, APPRAISERS  
AND SURVEYORS.  
—Public Auctions—

THE Undersigned have received instructions to sell by Public Auction  
ON  
MONDAY, the 3rd September, 1928, commencing at 11 a.m.  
at No. 5, Chatham Road, Kowloon.  
A Quantity of  
**VALUABLE HOUSEHOLD FURNITURE.**  
(Particulars from Catalogue.)  
On View from Sunday, the 2nd September, 1928.  
Terms:—Cash on delivery.  
LAMMERT BROS.  
Auctioneers.  
Hong Kong, 30th August, 1928.

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**NOTICES.**

NETHERLAND CONSULATE  
GENERAL.

IN Commemoration of the Anniversary of the Birthday of Her Majesty the Queen of the Netherlands, the Consul General will be AT HOME at the Consulate, Asia Building, on FRIDAY, the 31st of August, between 11 a.m. and noon.

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**NOTICE OF INTERIM DIVIDEND**

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of Four per cent. (4%) on the nominal amount per share paid up (i.e., Forty cents per share on the shares of the Company \$10 fully paid-up; and Ten cents per share on the shares \$250 paid-up) for the six months ended 30th June, 1928, will be paid on WEDNESDAY, the 12th day of September, on which date Dividend Warrants may be obtained on application at the Registered Office of the Company, Exchange Building, 4th floor. The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 7th September to TUESDAY, the 11th September (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors.  
C. G. COPLEY,  
Acting Secretary.  
Hong Kong, August 28th, 1928.

**HONG KONG CRICKET LEAGUE.**

THE ANNUAL MEETING will be held at the Sanitary Board Room, Post Office Building (by kind permission) on MONDAY, 3rd SEPTEMBER at 5.15 p.m.  
A. A. RUMJAHN,  
Hon. Secretary.  
Hong Kong, 28th August, 1928.

**HONG KONG FOOTBALL ASSOCIATION.**

CLUB SECRETARIES are reminded that August 31st is the last day for which application for affiliation for the ensuing year can be accepted.  
W. E. HOLLANDS,  
Hon. Secretary.  
Hong Kong, 23rd August, 1928.

**HONG KONG AMATEUR FOOTBALL LEAGUE.**

CLUB SECRETARIES desirous of entering teams in the above League for this season are reminded that entries close on the 31st August. Entrance fee \$20 for each team to accompany the application.  
W. E. HOLLANDS,  
Hon. Secretary.  
Hong Kong, 23rd August, 1928.

**HONG KONG FOOTBALL ASSOCIATION.****REFEREES AFFILIATION.**

REFEREES wishing to affiliate to the above Association for the ensuing year, should apply to the undersigned for the necessary form.  
W. E. HOLLANDS,  
Hon. Secretary, H.K.F.A.  
Hong Kong, 23rd August, 1928.

**HONG KONG FOOTBALL CLUB.****NOTICE OF MEETING.**

THE 41ST ANNUAL GENERAL MEETING OF MEMBERS will be held in the BOARD ROOM of Messrs. Jardine, Matheson & Co., Ltd. (by kind permission), on FRIDAY, 31ST AUGUST, 1928, at 5.30 p.m.

BUSINESS:—  
Passing of Annual Report and Statement of Accounts.  
Election of Officers.  
To consider any Business in the interest of the Club.

W. PRYDE,  
Acting Hon. Secretary.  
Hong Kong, 29th August, 1928.

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**LUNATICS AT LARGE.**

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**HOMICIDAL MANIACS.**

New York.—Three hundred and fifty insane persons, fifty of them afflicted with homicidal mania, are at large near Nashville, Tennessee, through the burning of the State Hospital for the Insane.

The asylum was crowded with nearly 1,300 inmates, and when the fire destroyed the two upper floors there were terrifying scenes as the screaming and fighting patients struggled to escape.

The building was evacuated without casualties, although the inmates were forced to stand for hours in the asylum courtyard in pouring rain, clad only in their night-clothes.

Driven to frenzy by suffering, the shouts of the guards, the terror of the crumbling walls, and the fierce flames, half the patients broke through the police lines and scattered in all directions. All the records of the asylum have been destroyed, and it is impossible to determine the names of those at large. A special guard of police has been thrown around a wide area in the vicinity of the asylum, and all persons are warned of the danger of the lurking madman.

**YOUTH AND FILMS.****LONDON EXPERIMENT BEING TRIED.**

The British Film Services Board, a group of private individuals organized by Mr. George Kerr for the purpose of fostering the production and appreciation of worthy moving pictures, gave a practical demonstration of its aims recently at Kingsway Hall. About a thousand boys and girls from schools, chiefly in the West Central district, as well as many distinguished persons in sympathy with the movement, including the Duchess of Atholl, M.P., Parliamentary Secretary to the Board of Education, were the guests of the board.

The programme comprised a number of fascinating short British films, in all of which entertainment and instruction are skillfully blended. That the former quality predominated, to such an extent as effectually to conceal from suspicious youthful eyes every trace of the bitter pill of instruction, was amply proved by the vociferous tribute bestowed on every film.

No item appealed more to old and young alike than a "sound" film of the "Zoo," taken by the De Forest process. The animals were both seen and heard. The trumpeting of the elephants, the grunting of the bears, the chattering of the denizens of "Monkey Hill," the roaring of lions and tigers, were startlingly natural, and provoked a rapturous responsive chorus from the young spectators. Another hardly less successful "sound" picture was a record of the London visit of the King and Queen of Afghanistan. The vivid impression made by this film must have made many members of the audience realise as never before the incalculable power of the screen to bring about a better understanding between nations.

A short "talking" film of Catherine Countess of Westmorland had been made specially for the occasion to proclaim publicly her full sympathy with the ideals for which the board is working. No problem to-day, said the speaker, was of more vital importance than the influence of films on the young generation. Properly regulated, films might have an enormous influence for good. Under wrong direction their power to warp and taint young minds was incalculable. She commanded the efforts of the board, for it was upon the right guidance of the youth of the Empire that the future depended, and the peace and prosperity of the whole world. She repeated her address, speaking from the stage.

The Duchess of Atholl warmly congratulated Mr. Kerr, and all those associated with him on the success of the first experiment.

Others present included representatives of the London County Council, which is in entire sympathy with the board's aims; the Rev. B. Griffin, director, London Diocesan College of Youth; Major-General G. H. A. White, Director of Remounts, War Office; Lady Wood Rentoul, the Hon. Mary Pakenham, and Dame Beatrix Lyall.

H.M.S. "Rodney" left Plymouth for Cowes to act as guardship during the visit of the King and Queen for the regatta.

The Spanish destroyers "Alcedo," "Velasco," and "Juan Lazaga" arrived at Portsmouth recently and remained for a week.

If you are in a hurry  
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**TAXI.****THEATRE ROYAL.**

Friday, 31st August,  
At 9.15 p.m.



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**UNCLAIMED TELEGRAMS.**

THE GREAT NORTHERN  
TELEGRAPH CO., LTD.  
OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Shelly, "Empress of Asia," from Kobe.

Wanson, from Weihaiwei.

Lee Exoll, from Amoy.

Y. K. Huang, 3rd floor, 5 Nan-king-street, Yaumati, from Shanghai.

E. V. JESSEN, Superintendent.

Hong Kong, 23rd Aug., 1928.

THE EASTERN EXTENSION  
AUSTRALASIA & CHINA  
TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying in the E. E. Telegraph Co. office, Hong Kong:—

Halbart, from Kuala Lumpur.

Kagdy, from Bombay.

Mossamard, from Haiphong.

E. A. LEGGATT, Superintendent.

Hong Kong, 23rd Aug., 1928.

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M.V. "VIMINALE" ..... Sails hence on or about 11th Oct.

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M.V. "REMO" ..... Sails hence on or about 16th Oct.

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KOREA MARU (Calls Los Angeles) Tuesday, 4th September.

SHINYO MARU ..... Tuesday, 18th September.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

RAKONE MARU (Calls Hull) ..... Saturday, 8th September.

SUWA MARU ..... Saturday, 22nd September.

SYDNEY & MELBOURNE via Manila & Port.

TANGO MARU ..... Wednesday, 19th September.

AKI MARU ..... Wednesday, 24th October.

BOMBAY via Singapore, Penang, & Colombo.

SADO MARU ..... Tuesday, 11th September.

NAGATO MARU ..... Tuesday, 28th September.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico Panama.

BOKUYO MARU ..... Saturday, 29th September.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.

KAWACHI MARU ..... Thursday, 6th September.

NEW YORK AND BOSTON via PANAMA.

TAKETOYO MARU ..... Saturday, 9th September.

LIVERPOOL via Port Said, Geneva, Marseilles.

LYONS MARU (Calls Glasgow) ..... Thursday, 13th September.

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU ..... Thursday, 30th August.

MURORAN MARU ..... Sunday, 9th September.

MORIOKA MARU ..... Tuesday, 18th September.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ..... Friday, 21st September.

SHANGHAI, KOBE & YOKOHAMA.

HAZOKAKI MARU ..... Monday, 3rd September.

HAZODATE MARU (Möji direct) Thursday, 6th September.

†Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Amazon Maru ..... Monday, 17th September.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

HAWAII MARU ..... Saturday, 29th September.

BOMBAY—Via Singapore & Colombo.

CELEBE MARU ..... Monday, 3rd September.

INDUS MARU ..... Thursday, 20th September.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOMBASA—Via Singapore and Colombo.

MEXICO MARU ..... Wednesday, 28th August.

CHICAGO MARU ..... Friday, 23rd September.

CALCUTTA—Via Singapore, Penang and Rangoon.

TACOMA MARU ..... Tuesday, 25th September.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and

Japan ports.

MELBOURNE—Via Manila, Brisbane & Sydney.

MADRAS MARU ..... Wednesday, 5th September.

HAIPHONG—Via Hanoi & Peking.

NEW YORK—Via Japan ports, San Francisco & Panama.

ARGUN MARU ..... Thursday, 20th September.

JAPAN PORTS

AMUR MARU ..... Saturday, 1st September.

SHUNGO MARU ..... Saturday, 1st September.

SANUKI MARU ..... Friday, 14th September.

AMUR MARU ..... Sunday, 10th September.

KEELUNG—Via SWATOW & AMOY

KISHU MARU ..... Sunday, 2nd September at noon.

HOZAN MARU ..... Sunday, 9th Sept. Noon.

TAKAO—Via SWATOW & AMOY

TAKAO & KEELUNG

SANUKI MARU ..... Sunday, 16th September.

For further particulars please apply to—OSAKA SHOKEN KAISHA.

Tel. Central No. 4033, 4039, 4035.



## SHIPPING SECTION.

## HELM ORDERS.

OVERLOADING & DIRECTION  
FINDING.

M.M.S.A. OPINIONS.

Captain J. Fortay (President of the Mercantile Marine Service Association), presiding over the quarterly meeting of the Association, held at Liverpool, and speaking with reference to helm orders and the recommendation of the International Chamber of Shipping that a change should be made, said the men to whom it meant most, masters and officers, had declared that they did not approve of any change from the time-honoured custom that had served them so well for centuries. A ship was steered "on the principle of the tail wagging the dog"—it might not be a popular simile, but it was a fact—and an order to port the helm meant throwing her stern to port, and wagging her

to use it in all ships in a very short time.

A member, speaking on the subject of wireless direction equipment, referred to the extended programme which he knew Trinity House and the other lighting organisations had in mind to establish during the current year in wireless beacons all round the coast. Both the Irish Lights and the Northern Commissioners would shortly be establishing these beacons, and he thought it was very significant that the coasters were going to avail themselves of the direction finding equipment, and that the number of wireless beacons really justified the inclusion of them in their equipment.

The same member said he had had a discussion with the author of one of the letters which appeared in that day's "Journal of Commerce" on helm orders. It was a very good letter, and the correspondent expressed himself quite freely, and quite strongly on the

## TANKERS.

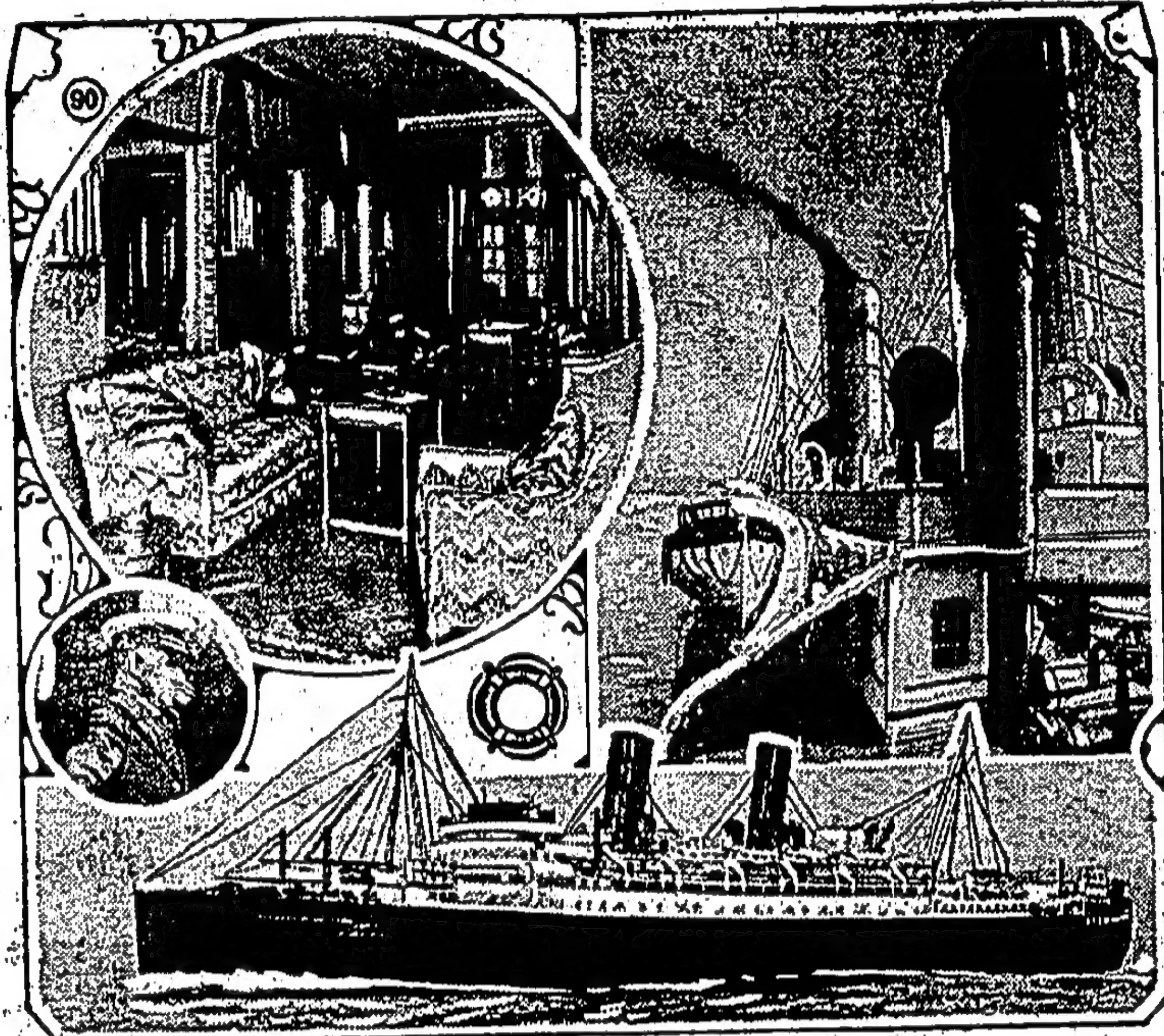
REPORT OF BOARD OF  
INQUIRY.

L. C. C. OBJECTIONS.

London.—It is understood that the board of inquiry appointed by the Ministry of Transport to consider the proposal of the Port of London Authority to allow petrol and oil laden ships to proceed up the Thames as far as Purfleet has presented its report, which is now being considered by the Minister.

It is stated that the proposal of the P.L.A. has not met with the unqualified approval of the board of inquiry, which consisted of Major T. H. Crozier, Chief Inspector of Explosives, and Professor J. S. S. Brame, of the Royal Naval College, Greenwich.

The inquiry took place as a result of the objections that were lodged by the London County Council, shipping companies, and other concerns interested. Under the Authority's bye-laws, the present limit for tanker vessels is Thameshaven. The board of inquiry base their adverse report on the danger of a serious accident occurring, with the attendant risk of a disastrous fire.



Upper right—A general view of the vessel looking aft. Upper left—An interior view showing the cable smoking room with its numerous ventilators. Lower—The Duchess of Bedford as she appeared when coming to the St. Lawrence River. Lower—Capt. H. Sibbons, commander of the "Duchess of Bedford."

PROOF that the St. Lawrence route is rapidly increasing in popularity and that an era of continued prosperity is predicted for her ports, is shown by the addition of four new cabin class liners of the new "Duchess" type to the Atlantic fleet of the Canadian Pacific.

The Duchess of Bedford, leader of this quartette of the largest liners to Montreal, arrived at that port at 8.45 p.m. June 8th, having completed her maiden voyage in exactly seven days after leaving Liverpool. The liner is over 20,000 tons gross register, is oil burning, two-funnelled, and measures 600 feet in length and 75 feet in width. She will carry Cabin Class, Tourist Third Cabin, and Third Class passengers. In each class broad deck space is available, quarters on Atlantic liners of not long ago. The three sister ships of the Duchess of Bedford, now under construction in the shipbuilding yards of the Clyde, are the Duchess of Atholl, Duchess of Cornwall, and Duchess of Richmond.

The discoveries of radio engineers have aided in making the Duchess of Bedford an outstanding marine personality. For instance, while the ship's

orchestra is playing in the Cabin Dining Room the music is relayed by means of microphones and amplifiers to the Tourist Third Cabin and Third Class Lounges and decks. Loud-speakers also simplify the transmission of orders to the fore-castle, crew's mess, and docking-bridge.

Other interesting facts about the construction of the Duchess of Bedford are that the twin propellers weigh 16½ tons each, and the 134 foot steel shafts connecting them with the powerful turbine engines weigh about 108 tons. Nearly two million rivets were used in the ship, totalling 1,000 tons in themselves, some of the plates having as many as 850 rivets each.

The advent of the "Duchesses" greatly increases the passenger and freight services maintained by the Canadian Pacific on the St. Lawrence route. The schedule of passenger sailings had already been increased this summer by speeding the "turn about" of the Empresses from a four-weekly basis to meet the expected expansion of traffic. The "Beaver" class of ships, newcomers to the St. Lawrence also, have been placed by the Canadian Pacific on an exclusively freight service. They run regularly between Montreal and London and continental ports, making almost as good time as the passenger liners.

how to starboard. It did not matter how it originated; it served the purpose better than any of the words that had been suggested, such as "right" and "left," and was well understood by every sailor. They had it on the authority of Mr. Justice Hill, who had tried some 800 cases of ship accidents, that not one was brought about by misunderstanding of the order. He (Captain Fortay) hoped that the President of the Board of Trade, in his reply to the question in the House of Commons, had scotched for good any further agitation for a change. Letters were appearing in the Press every day from shipmasters and others, and he had no doubt letters would continue to appear for a long time, as the subject was more widely spread among shipping all over the world. There were two letters in that day's "Journal of Commerce," which were well worth reading.

Another important matter affecting the whole service was the question of overloading. The Association placed some practicable schemes before the Board of Trade which would go a long way towards stamping out the practice. In his opinion, this could only be effectively done by the co-operation of everybody who had the same risk at stake in proceeding to sea in an overloaded ship.

With regard to wireless direction equipment, it was satisfactory to note that the coasting service was going in for this equipment. He had no doubt that a great many coasting companies would have their ships fitted with it, as the value of it became better realised. It was necessary for officers to become acquainted with it, because they would be called upon

subject. It would be far better, however, if they could arrange a general conference, because there was a desire to bring about international uniformity on this question.

## REGISTER.

U.S. MERCHANT FLEET  
CORPORATION.

In the House of Commons, Mr. Hore Belisha asked the President of the Board of Trade whether, seeing that representations were made to the United States Shipping Board (Merchant Fleet Corporation) over two months ago by the Registrar of Companies with a view to the requirements of section 274 of the Companies (Consolidation) Act, 1908, he could say whether this corporation was now registered under the Business Names Act, and whether he proposed to take any action in respect of this failure to comply with the law.

Sir Philip Cunliffe-Lister:—"As at present advised I have no reason to suppose that the constitution of this concern brings it within the provisions of the Business Names Act. I understand that the documents required to be filed with the Registrar of Companies under section 274 of the Companies (Consolidation) Act, 1908, are in course of registration. The last part of the question accordingly does not arise."

Mr. Hore Belisha:—"Cannot any penalty be exacted from this corporation, which claims diplomatic immunity from fulfilling its obligations?"

Mr. H. G. Williams:—"I do not think there is any evidence of an offence."

## CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.  
TO VICTORIA & VANCOUVER.  
17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.  
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

## SAILINGS 1928.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 23
EMPERESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 14
EMPERESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 4
EMPERESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 18
EMPERESS OF FRANCE	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 9
EMPERESS OF RUSSIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 23
EMPERESS OF ASIA	Jan. 15	Jan. 18	Jan. 21	Jan. 24	Jan. 27
EMPERESS OF FRANCE	Feb. 6	Feb. 9	Feb. 12	Feb. 14	Feb. 17
EMPERESS OF RUSSIA	Feb. 27	Mar. 2	Mar. 5	Mar. 7	Mar. 10
EMPERESS OF ASIA	Mar. 13	Mar. 16	Mar. 19	Mar. 21	Mar. 24
EMPERESS OF FRANCE	Apr. 3	Apr. 6	Apr. 9	Apr. 11	Apr. 14

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HOME FOR THE HOLIDAYS.  
"EMPERESS OF CANADA"

Leave	Arrive	Leave	Arrive
Hong Kong November 28	Arrive Singapore December 2	Hong Kong November 28	Arrive Singapore December 2
Leave Singapore December 6	Arrive Colombo December 6	Leave Singapore December 6	Arrive Colombo December 6
Leave Colombo December 9	Arrive Bombay December 9	Leave Colombo December 9	Arrive Bombay December 9
Leave Bombay December 9	Arrive Plymouth December 24	Leave Bombay December 9	Arrive Plymouth December 24

## HONG KONG—MANILA SERVICE.

Leave	Arrive	Leave	Arrive
Hong Kong September 4	Arrive Manila September 7	Hong Kong September 4	Arrive Manila September 7
Sept. 25	Sept. 27	EMPERESS OF ASIA	Sept. 27
		EMPERESS OF CANADA	Sept. 28

## CANADIAN PACIFIC EXPRESS.

TRAVELLERS CHEQUES  
PAYABLE THE WORLD OVER.  
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.  
Passenger Department: Tel. C.752. Cables: "GACANPAC."  
Freight and Express: Tel. C.42. Cables: "NAUTILUS."

## BRITISH WUCHOW LINE

AUG.—SEPT. SAILINGS.

DEPARTURE HOURS:  
Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. O. B. Wilks.]

SEPTEMBER.

SUN. 2nd MON. 17th

FRI. 7th SUN. 23rd

WED. 12th FRI. 28th

[648 tons—Capt. G. J. Spink.]

FRI. 31st AUGUST.

SEPTEMBER.

WED. 5th FRI. 21st

MON. 10th WED. 26th

SUN. 16th

For information apply to—

KWONG WING Co., Ltd.

87, Connaught Road West,

Phone: Central 893.

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE

S.S. "CITY OF HALIFAX" London, Rotterdam & Hamburg ..... 10th September.

S.S. "CITY OF KHARTOUM" Havre, London, Rotterdam & Hamburg ..... 24th September.

BOSTON, NEW YORK & BALTIMORE ..... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF WELLINGTON" ..... via Suez Canal ..... 5th October.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & CUBAN PORTS ..... AMERICAN & ORIENTAL LINE

S.S. "MYRTLEBANK" ..... via Suez Canal ..... 5th September.

S.S. "BIRCHANE" ..... via Suez Canal ..... 15th October.

MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE

S.S. "TINHOW" ..... 15th November.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),

Mozambique Bay, and Cape Town.

Through bills of Lading issued to Beira, Quilimane, Bo. Port Amalia, Mozambique, Chinde,

Inhamitanga, Zambezi, Mombasa, Kilindini, Port Nolloth, Isidra Bay, Walvis Bay and

Madagascar.

For freight or passage on any of the above lines apply to—

THE BANK LINE, LTD.

Telephone: Central 4761.



# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).  
MAIL AND PASSENGER STEAMERS.

## TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
NALDERA	16,088	1st Sept.	Bombay, Marseilles & London.
*KALYAN	9,141	15th Sept.	Marseilles, London, Antwerp & Hull.
*KASHGAR	9,005	29th Sept.	Marseilles, London, Antwerp & Hull.
*KASHGAR	9,005	12th Oct.	Marseilles, London, Antwerp & Hull.
*KASHGAR	9,005	26th Oct.	Marseilles, London, Antwerp & Hull.
*KASHGAR	9,005	9th Nov.	Marseilles, London, Antwerp & Hull.

\*Cargo only.

\*Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to  
Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the  
Khedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,000	10th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,049	1st Oct.	Singapore, Penang & Calcutta.
TALAMBA	8,018	13th Oct.	Singapore, Penang & Calcutta.
TALMA	10,000	10th Oct.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st  
and 2nd class passengers. All steamers are fitted with wireless and  
carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	9,056	31st Aug.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	28th Sept.	
ARAFURA	6,000	2nd Oct.	
TANDA	9,056	20th Nov.	
ST. ALBANS	4,500	28th Dec.	

\*Calls at Hilo & Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to  
Australia.  
The E. & A. S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu,  
Kobe, Manila, Java, Timor, Darwin, or other ports en route as indicated  
on the schedule.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New  
Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail steamers to London via Suez Canal.  
The P. & O. Branch Service of steamers to London via the Cape.  
The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

KASHGAR	9,005	31st Aug.	Shanghai, Kobe & Yokohama.
*NAGPORE	5,283	4th Sept.	Shanghai, Kobe & Yokohama.
ST. ALBANS	4,500	18th Sept.	Moji, Kobe, Osaka & Yokohama.
TAKADA	6,049	1st Oct.	Moji, Kobe, Osaka & Yokohama.
*KASHGAR	9,005	15th Oct.	Shanghai, Kobe & Yokohama.
*KASHGAR	9,005	29th Oct.	Shanghai, Kobe & Yokohama.
*KASHGAR	9,005	12th Nov.	Shanghai, Kobe & Yokohama.
*KASHGAR	9,005	26th Nov.	Shanghai, Kobe & Yokohama.
*KASHGAR	9,005	10th Dec.	Shanghai, Kobe & Yokohama.

\*Cargo only.

All dates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at  
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parceh measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received  
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to—

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AND

## AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "PHENIX" Via Suez Canal 21st Sept.  
S.S. "CITY OF WELLINGTON" Via Suez Canal 15th Oct.  
S.S. "AGAPENOR" Via Suez Canal 17th Oct.  
Steamers proceed via Suez Canal or Panama Canal at Owners' Option.  
Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong,  
Hong Kong & Canton; JARDINE, MATHISON & CO., LTD., Canton.

## RECENT SHIPMENTS.

SIX MONTHS COAL  
EXPORTS.

ENGLISH REDUCTIONS.

Attention has already been  
drawn (says "The Journal of Com-  
merce") to the considerable reduc-  
tion which occurred in the coal ex-  
port trade of the United Kingdom  
in the first six months of this year,  
as compared with the first half of  
last year. Official returns just to  
hand show that each district shared  
in the diminished volume of  
business, and that only three ports,  
including Liverpool, registered an  
improvement. Shipments from the  
twelve principal seaports in the  
country during the first half of  
this year totalled 18,797,797 tons,  
or about 76 per cent. of the total  
coal exports of the country. The  
bulk of the coal was, as usual,  
despatched from South Wales,  
from which district 10,740,502 tons  
were sent, compared with 11,742,  
667 tons in the corresponding  
period of last year. Each of the  
Welsh ports, however, shared in  
the falling off in trade. Shipments  
from Cardiff were reduced from  
7,428,648 tons to 6,020,350 tons, at  
Newport from 2,074,462 tons to  
1,992,782 tons, at Port Talbot from  
918,509 tons to 710,300 tons, and  
at Swansea from 1,321,048 tons to  
1,017,070 tons.

At the English ports a reduction  
from 6,736,388 tons to 6,446,503  
tons was shown, though exports  
from Liverpool were raised from  
3,229,915 tons to 3,892,253 tons, but at  
Newcastle reduced from 3,996,394  
tons to 3,757,480 tons, at Sunder-  
land from 1,929,615 tons to 1,825,  
373 tons and at Hull from 487,464  
tons to 474,397 tons.

The Scotch ports also suffered a  
reduction, the total of 1,610,792  
tons compared with 1,658,919 tons  
in the first half of last year. Ex-  
ports from Burntisland were raised  
from 410,981 tons to 507,382  
tons, and at Methil from 674,819  
tons to 751,730 tons, but at Kirk-  
caldy lowered from 7,092 tons to  
5,069 tons, and at Glasgow from  
566,027 tons to 346,661 tons.

## Small Variation in Prices.

A remarkable feature of the re-  
turns for this year, however, is the  
fact that the average prices per  
ton f.o.b. realised for the coal ex-  
ported varied between 15s. 11 1/2d.  
and 16s. 3d. or only 8 1/2d., where-  
as a year ago they ranged between  
18s. 2d. and 21s. 6d. per ton, or 3s.  
4d. per ton. The reason for the  
small variation in selling prices this  
year is doubtless to be found  
in the adoption of schemes by the  
north country, Scotch and Welsh  
coal-owners for the stabilisation of  
prices.

While the average price of large  
steam coal shipped from Cardiff  
varied between 18s. 9d. and 18s.  
11d. in the past six months, that  
secured for large exports from  
Newcastle ranged from 12s. 6d. to  
12s. 9d., and at Methil from 11s.  
9d. to 13s. 1d. At Cardiff there  
was thus only a difference of 2d.  
per ton in the monthly average  
over the first half of the year, and  
at Newcastle of 3d., but at Methil  
there was a variation of 1s. 4d.  
In regard to steam smalls, at Car-  
diff the average ranged from 11s.  
11d. to 12s. 2d., and at Newcastle  
from 9s. to 10s. 8d., but at Methil  
varied from 7s. 7d. to 10s. 6d. per  
ton. With respect to through  
steam coal the average for ship-  
ment at Cardiff varied from 15s. 6d.  
to 17s., and at Newcastle from 13s.  
7d. to 14s., while at Methil it rang-  
ed from 13s. 6d. to 15s. 9d. a dif-  
ference of 1s. 6d. per ton at Car-  
diff, of 5d. at Newcastle, and of  
3s. 4d. at Methil.

## IN SHIPPING.

MR. J. F. DOWLER'S JUBILEE  
CELEBRATION.

LIVERPOOL "CHARACTER."

It is given to very few men to  
celebrate their business jubilee in  
the service of the one firm, but  
Mr. John F. Dowler realised this  
hope and ambition recently, having  
joined Messrs. Kellocks' service in  
a junior capacity on July 22, 1878.  
When Mr. Dowler joined the com-  
pany, which in those distant years  
bore the same title as it does to-  
day, the directors were Mr. C. W.  
Kellock and Mr. George Kay; in  
1904 Mr. Dowler was admitted a  
member of the firm, 25 years after  
entering the office, and by length  
of service is the senior director of  
the firm at the present time.

It is almost unnecessary to  
dilute upon the position Mr.  
Dowler holds in Liverpool ship-  
ping, for there is probably no one  
better known or held in higher  
respect and esteem than he is.  
His association with the many  
philanthropic and benevolent ac-  
tivities of the port is in itself a  
testimony to the great work he is  
carrying out on behalf of those  
who have met with misfortune, and  
by whom his ready help will ever  
be remembered. Regarding his  
many activities in this connection  
it may be mentioned that he is a  
member of the following commit-  
tees:—The Liverpool Shipbrokers'  
Benevolent Society, London Cereals,  
Royal Albert Institution, Lancas-  
ter, New Brighton Lifeboat, Liver-  
pool Underwriters' Association and  
Exchange Newsroom, and he was  
recently elected Liverpool repre-  
sentative of the district associa-  
tion on the council of the Institute  
of Chartered Shipbrokers.

## Many Changes.

Mr. Dowler has seen remarkable  
changes during his half-century's  
association with trade. When he  
started with Messrs. C. W.  
Kellock and Co. (ship salesmen,  
auctioneers and valuers) in 1878,  
Liverpool was, undoubtedly, the  
centre of the sale and purchase  
market for shipping. The wooden  
sailing ships were then going out  
of commission very rapidly, iron  
vessels were taking their place,  
and the introduction of steel ships  
was being discussed. Steamers  
were coming more and more into  
prominence and had already begun  
to encroach on the trade of the  
sailing ships. In 1878 most of the  
Liverpool shipping companies were  
privately owned. In the early  
days, when Mr. Dowler joined the  
company, they owned a fleet of  
sailing ships as well as steamers,  
and one of their sailing vessels,  
the "Gateacre," made a fine pas-  
sage of 73 days from Liverpool to  
Calcutta. On the homeward voy-  
age, however, in his eagerness to  
make a record round, the captain  
carried on sail too long in bad  
weather and the ship was dismast-  
ed. Other ships of the firm were  
the "Evelyn," "Kate Kellock,"  
"Lord Camling," "Childwall," "Com-  
bermere," "Sudbourn," "Adderley,"  
and "The Highfields."

Mr. Dowler has been the rec-  
ipient of very hearty congratula-  
tions on the attainment of his  
jubilee with the firm. A worthy  
father is being followed by a  
worthy son, for Mr. John B.  
Dowler, who was admitted a direc-  
tor some few years ago, is prov-  
ing a director possessed of the  
ability and business acumen of his  
father—"Journal of Commerce."

Mr. James Parton, joint pas-  
senger manager of the White Star  
Line in London, has retired after  
55 years' service.

## NEW STANDARD.

SHIPS' BOATS, DAVITS AND  
STOWAGE.

BRITISH SPECIFICATION.

The British Engineering Stand-  
ards Association has recently pub-  
lished a specification for ships'  
boats, davits and stowage, which  
covers all the gear required for  
the purpose of stowing and lower-  
ing of boats.

Whilst the whole of the gear  
specified is efficient in every way,  
and meets with the requirements  
of the Board of Trade and the re-  
gistration societies (whose repre-  
sentatives have co-operated in its  
preparation), the commercial as-  
pect has not been lost sight of.  
The outstanding point in the  
specification is that the Board of  
Trade, at the request of the Brit-  
ish Engineering Standards Associa-  
tion Committee, which drew up  
the specification, has amended the  
Life-Saving Appliances Rules so  
that the same size blocks and falls  
used for lowering a 27-foot boat  
from a passenger ship may now be  
used for lowering a 30-foot boat  
from a cargo ship.

This change affects all the small-  
er sized ships' boats in a like man-  
ner, and the same size gear may  
be used for lowering a 16-foot boat  
from a passenger vessel as for a  
10-foot boat from a cargo ship.  
Hitherto it was necessary for a  
cargo ship and passenger ship to  
have the same blocks and falls to  
lower the same size of boat, al-  
though in the case of passenger  
ships provision has to be made for  
lowering boats with full comple-  
ment of passengers, whilst in the  
case of cargo ships provision is  
only necessary for the crew.

The adoption of this specification  
should mean a saving in the initial  
cost of fitting out cargo ships,  
which class of vessel represents  
about 80 per cent. of the British  
Mercantile Marine.

Any specification which tends to  
reduce the cost of production and  
cost of renewals should be wel-  
comed in the shipbuilding indus-  
try just now.  
Copies of the specification may  
be obtained from the Publications  
Department, British Engineering  
Standards Association, 28, Vic-  
toria-street, S.W.1, price 2s. 2d.  
post free.

## MOVEMENTS OF STEAMERS.

The P. & O. s.s. "Naldera" left  
Shanghai for this port on Aug. 28  
at 3 p.m. with the Malls, and is  
due here to-morrow at about 6 a.m.

The M.V. "Sumatra" (Swedish)  
East Asiatic Co., Ltd., left Ham-  
burg on July 22, and is due here  
to-morrow.

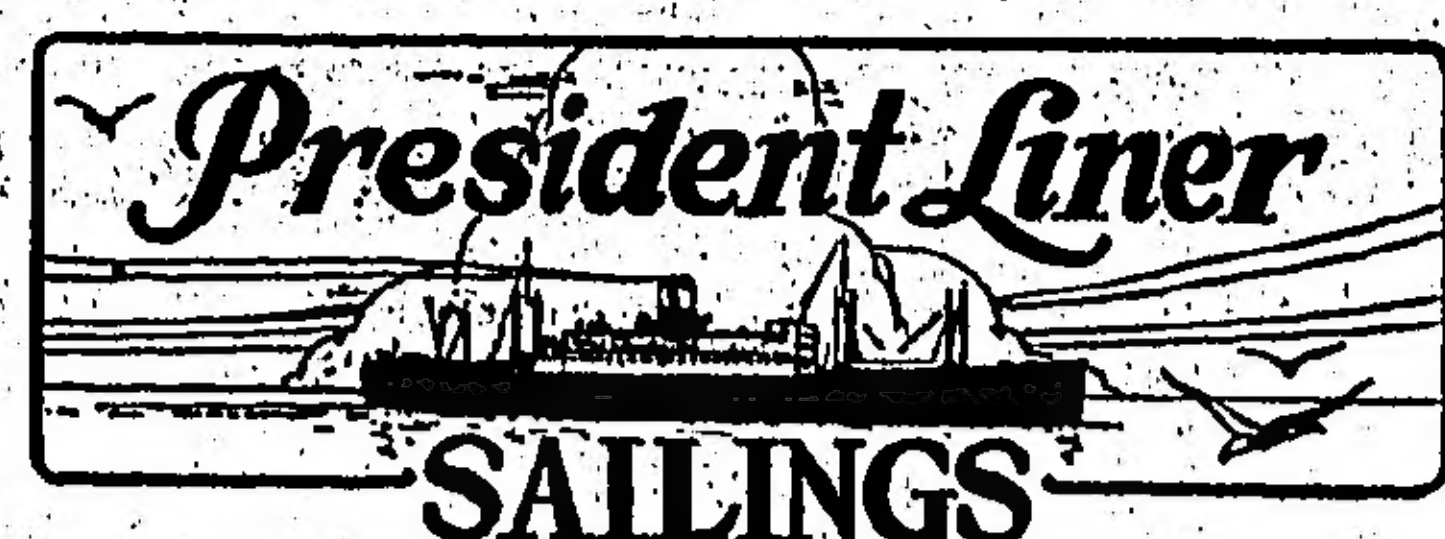
The P. & O. s.s. "Nagore" left  
Singapore for this port on Aug. 27  
at 10 a.m. with the outward Eng-  
lish Malls, and is due here on  
September 2 at about 6 a.m.

The C.F.S. R.M.S. "Empress of  
Asia" arrived at Kobe to-day at 5  
a.m., and is due at Hong Kong  
on Sept. 3, in the morning. She  
leaves for Manila on Sept. 4 at 5  
p.m.

The s.s. "Dacre Castle" (D. &  
Co.) sailed from Honolulu on Aug.  
16, and is due in Manila on Sept.  
6.

The Ben Line s.s. "Bengloe" from  
Middlesbrough, London, Straits and  
Philippines is due to arrive here on  
Sept. 6.

The M.V. "Remo" (D. & Co.)  
sailed from Karachi on August 23  
and is expected here on September  
18.



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To San Francisco and Los Angeles.  
The Sunshine Belt via Honolulu.

Fortnightly sailings on Tuesdays.

Pres. McKinley ..... Sept. 11th  
Pres. Grant ..... Sept. 25th  
Pres. Cleveland ..... Oct. 9th  
Pres. Jackson ..... Oct. 23rd

To Seattle and Victoria.

The Short, Straight Route to America.

Fortnightly sailings on Tuesdays.

Pres. Taft ..... Sept. 4th at 11 a.m.  
Pres. Jefferson ..... Sept. 18th  
Pres. Lincoln ..... Oct. 2nd  
Pres. Madison ..... Oct. 16th

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Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal,  
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Pres. Wilson ..... Sept. 9th 8 a.m.  
Pres. Taft ..... Sept. 23rd 8 a.m.  
Pres. Hayes ..... Oct. 7th 8 a.m.  
Pres. Polk ..... Oct. 21st 8 a.m.  
Pres. Adams ..... Nov. 4th 8 a.m.  
Pres. Garfield ..... Nov. 18th 8 a.m.

## To Manila

Pres. McKinley Sept. 1st 8 p.m.  
Pres. Jefferson Sept. 15th 8 p.m.  
Pres. Grant ..... Sept. 29th 8 p.m.  
Pres. Lincoln ..... Sept. 25th 6 p.m.  
Pres. Cleveland Sept. 29th 6 p.m.  
Pres. Madison ..... Oct. 3rd 6 p.m.

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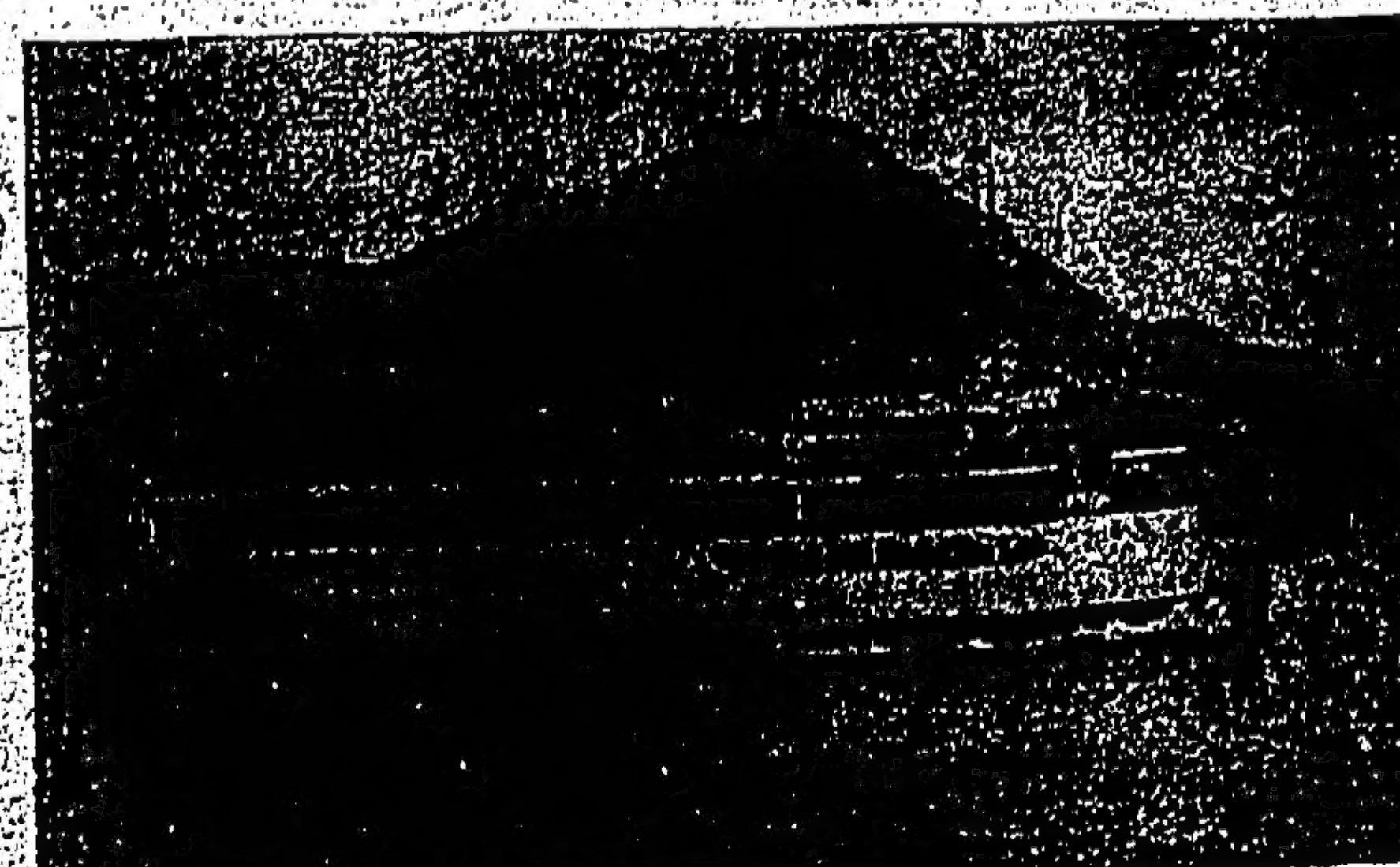
Hong Kong, April 1, 1924.

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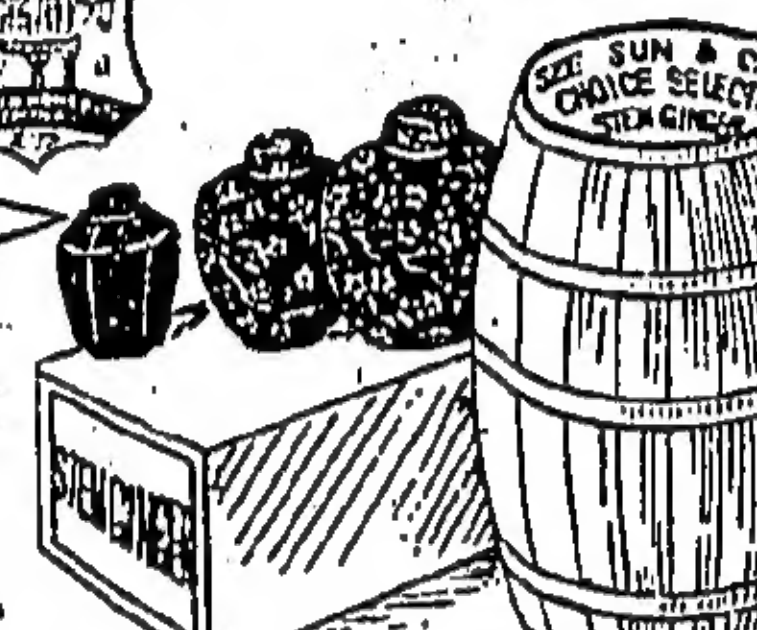
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Hong Kong, Thursday, Aug. 30, 1928.

## TESTING THE PEACE PACT.

Now that the excitement occasioned by the signing of the Kellogg peace pact at Paris has subsided, it is interesting to examine the document and what other people are saying about it. It is, in truth, a solemn agreement, and if it is honoured with as much gravity as must have accompanied its compilation, the world should be a safe place in which to live from now till the crack o' doom. The three Articles comprising the pact proper, brief and to the point, have been so put together that it is difficult to imagine any Power objecting in public to them. The first solemnly condemns recourse to war for the solution of international controversies and renounces it as an instrument of national policy. No Power on earth, one would think, could with equal solemnity declare that it did not agree with this sentiment. It is like asking a man if he believes in fair play; whether he does or does not he will most assuredly reply in the affirmative. This hard-and-fast framing of the initial and most important Article (the others rest on the first one) is responsible for the line that criticism of the pact has taken. Italy, Germany and Russia, we read, are the Powers the Press of which has adversely commented upon the pact and its signing. A Rome Journal opines that the agreement will not for long "illumine the pages of history," and will further consolidate America's aloofness from the League of Nations. The German Press, in parts, waxes sarcastic and speaks of "War Banished for Half-an-Hour," as well as comparing the signing arrangements to

the activities at Hollywood. The Soviet Press points out that the pact does not remove the differences dividing various countries and does not prevent the growth of armaments.

The point about these adverse criticisms is that there is something to be said in favour of them all. The estimated length of the pact's life is, of course, a mere opinion, but the assertion that these recent proceedings at Paris have emphasised America's detachment from the League of Nations is self-evident. The peace pact, originally a French idea, by its compactness and directness, has served as an admirable counterblast to the in-and-out meanderings that characterised the Geneva conference and resolutions, and no one appreciates this better than the United States. And the attitude of the German Nationalist Press has something to commend it, too.

"Peace for Half-an-Hour" is, of course, another surmise, but it is one that might easily prove a truism if, say, any of the big Powers wanted war within the time specified. It points to the fact that no adequate opinion can be expressed as to the value of the pact until it has been severely tested in the stern arena of world affairs.

## "No Revision."

The official reply to the petition drafted by the subordinate staff of the local Government seems to be complete, though it may well be doubted if it will be wholly satisfactory to the petitioners. Probably they will be most interested in the statement made in paragraph 6, where it is pointed out that the Salaries' Commission whose appointment has been recommended to the Secretary of State, "shall have the opportunity of considering salaries scales throughout the service." So far as we can see, in view of what preceded this statement, the matter may now be regarded as definitely settled. Perhaps the petitioners, who have the sympathy of many in their request, may find a certain amount of satisfaction, as members of the "Subordinate Staff," in noting that the Colonial Secretary refers to himself as their "Obedient Servant."

An interim dividend of four per cent. for the six months ended June 30 is announced by the H. K. Telephone Co., Ltd.

To-morrow being the birthday of H.M. the Queen of the Netherlands, the Consul General will be at home at the Chancery, Asiatic Building from 11 a.m. to noon.

Mr. and Mrs. Eldon Potter, Mr. H. C. Sheldon, Col. R. B. Skinner and Miss Irene Ho Tung were among the passengers leaving here yesterday by the "Empress of Russia."

H.M.S. "Cornwall" is due to arrive in Hong Kong from the United Kingdom on Sept. 5.

For not providing sufficient matting in a crate in which a pig was being carried, two Chinese were fined \$2 each and warned.

The flag of the Commander-in-Chief, China Station, was transferred from H.M.S. "Hawkins" to H.M.S. "Kent" at Weihaiwei yesterday.

A man who was in possession of 20 tins of opium at Yuen On wharf was fined \$1,500 or 5 months' imprisonment at the Central Magistracy this morning.

A small boy, named Yuen Kam-wah, accidentally fell down from the first floor of the servants' quarters at Yau-mat police station yesterday, and was later admitted into the Kwong Wah Hospital.

To the list of candidates for the Award of Merit of the Royal Life Saving Society should be added that of Gunner H. Say. Gunner Say passed all the tests and has been recommended for the Award.

A woman named Mak Chen, (29), who was found floating in the harbour, near Kennedy Town yesterday morning, was rescued by a boatman. She was taken to the Government Civil Hospital.

The next Promenade Concert at Volunteer Headquarters has been arranged for Friday, September 21, when the Band of the 1st Battalion The Queen's Royal Regiment will play (by kind permission of Lieut-Col. H. C. Ponsbury, D.S.O., M.C., and Officers).

An estimated loss of about \$300 was sustained in a fire at a Chinese shop at No. 22, Main-street, Chuen Wan, New Territories at midnight on Tuesday. Fire engines from Mongkok responded to the call and the fire was extinguished at 1.30 a.m.

Two Chinese were charged, before Mr. R. E. Lindsell, at the Central Magistracy this morning, with possession of 17,200 pills containing heroin, 40,000 pills in process of manufacture and 4 ounces of heroin. The Magistrate remanded the case until Tuesday next.

A feature of the local gazette which will be shown at the Queen's Theatre from to-day till Saturday is an excellent series of views of the burning of the s.s. "Sui Tai." The steamer is first shown alongside the wharf where the sensational blaze broke out, and later on its way to dry dock.

The owner of a matchbox on the Kau Ta Fang beach, at Lai-hihok, was fined \$50, by Mr. W. Schofield, at the Kowloon Magistracy yesterday, for trespassing on Crown land without permission. Mr. G. J. Chambers, Land Bailiff, prosecuted. The defendant was represented by Mr. Leo d'Almada.

Corporal Ogden, of B Company, K.O.S.B. at Shameen, reported to the police that on the afternoon of August 24, he gave Private Rodgers of the same unit, \$40 to be delivered to his wife at No. 25 married quarters of the Victoria Barracks. Private Rodgers slept for the night in the guard room at Murray Barracks and, while he was asleep, someone stole the money from him.

Mr. E. A. Ford, late of No. 2, Eldon Road, Hampstead, Middlesex, who died on January 16, 1928 at No. 40, Belize Grove, Hampstead, left estate in Hong Kong to the value of \$12,600, while gross estate outside the Colony amounts to \$2,186 16s. 4d. Exemplification of probate has been granted to Mr. M. H. Turner, of Messrs. Deacons, who is the attorney of the widow and a daughter. The bequests are all of a family nature.

## "UNSETTLING."

PASTOR SAYS FILMS MAKE YOUTH DISCONTENTED.

"Religious progress is terribly slow, and the spirit of the age generally opposed to the development of spiritual aims," said Dr. J. W. Lightley, in his presidential address at the pastoral session of the Wesleyan Methodist Conference, in Liverpool.

Referring to the cinemas, he said films at their present brought to young people a sense of unreality and discontent with the practical affairs of life. Another potent factor was the Sunday newspaper with its enormous circulation. The contents of some of these productions were good enough for ordinary days, but there were others which, with their morbid rehearsal of dirty deeds, were too bad for any day.

Dr. W. F. Lofthouse was elected president-designate.

## BRAVE DEEDS.

HEROISM OF CAPT. SPARKE & MR. HOUGHTON.

## OFFICIAL RECOGNITION.

At Government House yesterday afternoon, there was a sequel to the attempted piracy on board the West river steamer "San Nam Hoi" on January 17, when the heroism displayed by Captain W. H. Sparke and Chief Engineer M. F. Houghton in defending the bridge against the pirates, was suitably recognised.

H.E. the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.) presented Captain Sparke with a silver tea set on a blackwood tray, inlaid and mounted with silver, while Mr. Houghton received a beautiful gold watch.

Both the tray and watch were inscribed with a record of the circumstances under which they were presented to the two gallant officers.

His Excellency in making the presentation said:—

Ladies and Gentlemen.—I have taken the opportunity of to-day's gathering and of the presence in Hong Kong of two very gallant gentlemen to perform in your presence a very pleasant duty.

You may remember that on the morning of January 17 last the steamship "San Nam Hoi" was attacked by pirates, travelling as passengers, near Kong Moon on the West River. The attack was made with the suddenness usual in such cases, and before any effective resistance was possible the pirates had shot and killed the Chief Officer, Mr. Harry Conway, and two Indian Guards, Sakun Dar and Murtara Khan, and had wounded two other Indian Guards. But the pirates met with unexpected resistance from Captain William Hugh Sparke and Mr. Marcellus Francis Houghton, the Master and Chief Engineer respectively of the "San Nam Hoi."

Armed with their revolvers, Captain Sparke and Mr. Houghton, at imminent risk to their lives, made a determined counter-attack on the pirates, who numbered some 25 in all. The pirates maintained the contest for about 20 minutes and then, after an ineffectual attempt to set fire to the ship, seem to have thought discretion the better part of valour and jumped overboard in the hopes of making good their escape. The local authorities, however, were by this time on the alert, and with praiseworthy vigour arrested 15 of the pirates, six or seven having already been accounted for by rifle and revolver fire. Of the 15 arrested, 13 are understood to have been subsequently executed.

The prompt action of Captain Sparke and Mr. Houghton thus saved the ship and its crew and cargo from destruction and enabled a gang of dangerous pirates to be effectively disposed of.

## Government's Regret.

The Government desires to give public expression to its regret at the death of the Chief Officer and the two Indian guards and its sympathy with their relatives. It has arranged to erect, at public expense, a memorial stone at Mr. Conway's grave and to supplement the provision made by the owners of the vessel for the dependants of Guards Sakun Dar and Murtara Khan.

The Government further desires to mark its appreciation of the gallant conduct of the Master and Chief Engineer by presenting this silver tea service to Captain Sparke and this gold watch to Mr. Houghton, with every good wish for their future prosperity and in the hope that their conduct may be an example and an inspiration to all ships' officers who sail in these dangerous waters.

The gallant officers were afterwards congratulated by Mrs. W. T. Southern.

The late Mr. Harry Conway, whose name was mentioned by His Excellency, was the Chief Engineer of the "San Nam Hoi," and he, together with the two Indian Guards who were also mentioned by the Hon. Mr. Southern, were killed during the attack on the ship by the pirates. Two other Indian Guards were wounded.

Captain Sparke and Mr. Houghton barbed themselves on the bridge against heavy odds: as the pirates were estimated to number about 30. The two gallant officers fought a continuous stream of bullets at the pirates with revolvers and a Greeney gun, and after 20 minutes of siege, the attackers found the situation too hot for them and they abandoned the ship.

Some of the pirates were shot by the officers whilst they were in the water, whilst others managed to swim or row ashore in small boats. Fifteen of the pirates were arrested ashore, and were subsequently executed.

## PRAPS-PRAPSNOT!

A man was brought before a judge for stealing a cheese from outside a grocer's shop; and the principal witness, a youth of the working-class, told how he had seen the man take the cheese, and had run and held him.

"Then you caught him in the nefarious act?" said the judge. "The what, sir?" said the witness. "You caught him in the nefarious act, I say," repeated the judge. "Not me," said the lad; "I caught him by the scruff of the neck!"

He was the son of an author who wrote a very illegible and very inky hand.

The other day a fly fell into his inkwell. The boy discovered the unhappy insect, rescued it, and dropped it on a sheet of paper, where, presently, it recovered sufficiently to drag itself about.

The boy watched its motions for a while.

"Oh, mamma!" he said at length, "here's a edjereated fly. He writes just like papa."

The woman at the cottage door folded her arms defiantly.

"No, I don't want any of your burglar alarms," she snapped to the agent on the step.

He smiled.

"The woman next door told me you wouldn't."

Her expression changed.

"Oh, indeed? What did she say?"

"That it was no use trying here, as you had nothing to steal."

"She said that, did she? Young man, I've changed my mind. I'll take one for every door and window in the place."

The proprietor of a small cinema had just completed the insurance on his hall, and, as he signed his name he turned to the agent and said:

"Now, tell me, vot do I get if my cinema was burned down to-morrow?"

"Oh, I should think about seven years," replied the man carelessly.

Gentleman (to house agent):

"The great disadvantage is that the house is so damp."



## THE TATTOO.

**SPLENDID PROGRAMME NOW READY.**

## GATHERING OF THE CLANS

A meeting of the Working Committee of the Grand Tattoo was held at Sookumpoon on Tuesday evening, when the entire programme was read and explained by Lieut.-Col. J. L. Cornyn, C.M.G.

The seats in the various stands were priced by the Committee according to the view obtainable. Half of the seats will be sold at 50 cents and \$1, and no seat will cost more than \$5. Whilst the meeting was in progress, contingents of troops were rehearsing on the ground.

It is understood that the programme was finally fixed as follows: The Tattoo will be opened each night at 8.30 p.m. by the firing of three guns. Chinese striking of the hour will next be heard and the castle gates will be flung open. Through them will issue the massed buglers of the command who will sound the "First Post." They will be followed by the Drums and Pipes of the 1st Batt. the Queen's Royal Regiment who will beat the Tattoo. Next the guard of honour will enter and follow; then the massed bands and drums of the tournament.

At 8.40 H. E. the Officer Administering the Government (the Hon. Mr. W. T. Southorn, C.M.G.) will arrive and when the Government House party is seated the massed bands will play for 15 minutes. **Gathering Of The Clans.** At 8.55 the first scene entitled "The Gathering of the Clans" will be given. Some details of this have already been given in our columns. It will be performed by the Philharmonic Society, the A.D.C., and the Reel Club, the clansmen and the pipers being from the 2nd Battalion the King's Own Scottish Borderers.

## Dancing Displays.

At 9.15 on the first night:—A Dancing Display will be given by the 3/15 Punjab of the Khattak War Dance which should be particularly interesting.

On the second night:—Old English Dances arranged by Miss Daisy O'Keefe. A May-pole dance will be given by the children of the Garrison School, and a Morris dance by the ladies of the Colony.

On the third night:—Highland Dancing display given by the members of the Reel Club, the music will be provided by the pipe band of the K.O.S.B.

## Torchlight Evolutions.

At 9.20 each night Torch Light Evolutions will be given by the 1st Battalion, the Queen's Royal Regiment. About 440 N.C.O.'s and men will take part divided into three groups, and music will be provided by the massed bands.

## Outposts Of Empire.

At 9.45 each night the second scene of the Scenario will be given, which is entitled "Outposts of the Empire" and which shows the capture of a desert fort. Taking part are the Hong Kong and Singapore Brigade, R.A.; the King's Own Scottish Borderers; the Hong Kong Volunteer Defence Corps (motor cycle and machine gun sections); the Mule Corps; and the Hong Kong Branch, St. John Ambulance Brigade.

## Gala Displays.

At 10.5 there will be various gala displays.

On the first night:—Chinese display, arranged by members of the Chinese community of Hong Kong.

On the second night:—Illuminated, decorated motor car parade, arranged by the Hong Kong Automobile Association. The massed bands will provide incidental music.

On the third night:—Portuguese Pageant, arranged by the Portuguese community under the patronage of H. E. the Governor of Macao. At 10.20, Japanese fireworks display, arranged by the Japanese residents of the Colony.

The Tattoo is timed to end at 10.30 p.m. on the first two nights and at 10.40 p.m. on the third.

The Bishop of Peterborough (the Right Rev. C. M. Blagden) at Oakham School speech day, said that he thought all grades of society were beginning to learn the dignity of hard work.

Mr. Alfred Lane Beit, aged 25, heir of Sir Otto Beit, has been recommended as prospective Conservative candidate for South-East St. Pancras.

At Brighton lifeboat station centenary Mr. John Taylor, coxswain for 20 years, who has just resigned, was presented with a cheque for £51.

The Indian Army has decided to introduce three-rank formation on the march instead of the customary two-rank and four-rank.

## CINEMA NOTES.

**BUSTER KEATON COMEDY AT QUEEN'S.**

## "STEAMBOAT BILL, JR."

"Steamboat Bill, Jr." is the title of Buster Keaton's latest surprise comedy which comes to the Queen's Theatre to-day as the feature attraction until Saturday. This new production presents the "frozen faced" star as a master of subtle comedy and pantomime as well as the daring, blundering comedian of "College" and "The General." The picture is a story of modern life on the Mississippi River. The humorous side of steamboating predominates, but there are moments when the thrills displace the laughs. Buster appears as a pampered college boy, who returns to his home town to assist his burly father, a river steamer captain, whose business affairs are going from bad to worse. The situation is not improved when Keaton falls in love with the daughter of a rival shipowner. From then onwards the action becomes fast and furious until Buster effects a number of sensational rescues during a terrific tornado filmed with astonishing realism on a large scale. Charles Reisner, for many years associated with Charlie Chaplin's productions and more recently the right hand man of Syd Chaplin, directed "Steamboat Bill, Jr." which has a strong supporting cast including Ernest Torrence, as the burly father, Marion Byron, as the sweet heart, and many others.

## "LA BOHEME."

Behind the gay and gorgeous life of Paris, the scenes of "La Boheme" which will be shown at the World Theatre from to-day to Saturday, are laid. The story of the famous opera is generally well known. Rodolphe, a poet, is struck by the beauty of Mimì, a seamstress, both living in the poorer quarters of Paris. A love springs up between the two but circumstances throw the young couple apart. Meanwhile Rodolphe rises to fame and fortune, but his loved one, having been deceived by a cynical boulevardier, refuses to return to her lover, whose one sorrow in life is the absence of Mimì. The climax is reached when Mimì, after a life of struggle and hardship, returns to die in the arms of Rodolphe. Lillian Gish and John Gilbert take the leading roles in this big picture and are supported by a huge cast which includes Renee Adoree, Ray D'Arcy, Karl Dane and many others.

## "THE TELEPHONE GIRL."

Gripping drama with a political background, in which a woman's reputation hangs in the balance and a young telephone girl outwits a gang of schemers at a crucial moment, comes to the Star Theatre to-day in "The Telephone Girl," Herbert Brenon's new production which will be screened until Saturday. As the centre of a political maelstrom, a beautiful young telephone operator comes to hold the fate of many men in her hands. An election for governorship is proceeding and one faction has secured details of a past scandal in the life of the rival candidate. They have all the necessary evidence to ruin him except the name of the woman concerned. The climax is reached when the telephone girl, who has all along held the secret of the woman's name, turns the tables in favour of the man she loves. Madge Bellamy, Warner Baxter, Lawrence Gray and May Allison have the featured roles, with Holbrook Blinn leading a large cast of supporting players.

## DANCE-MAD GIRL.

**STOLE TO PAY FOR LESSONS AT 30s. A TIME.**

Thefts amounting to £120 to gratify her love of finery, chocolates, and dancing led to Eva Ball, aged 18, of Smithy Lodge, Heaton Park, Manchester, being bound over at Manchester. She was placed on probation for two years on condition that she did not attend a dance hall during that period.

The thefts were from her employer, Mr. Isaac Stalberg, a waterproof manufacturer.

In addition to going to dances she had paid a professional dancer as much as 30s. a lesson for instruction.

A detective said the girl had become infatuated with a young man and had told him he could have as much money from her as he liked if only he would dance with her. In addition to paying him and other men she had run up bills for chocolates amounting to 15s. a week.

At Christie's, a painting by W. Joy, of H.M.S. "Phoenix," "Roebuck," and "Tartar" going up the Hudson River in 1776, made 2567.

More than £37,400 were recently distributed by 30 "wakes" saving clubs at Royton, Lancashire.

## CHILD MIND.

**TRIALS OF RED-HEADED BOYS.**

## "DON'T POKE FUN"

Don't poke fun at the red-haired boy.

Don't call little girls "Bobbie." Don't make boys and girls feel greedy when they are willing to eat wholesome food.

These warnings were uttered by speakers at the Summer School of the British Social Hygiene Council at Cambridge.

Admonishing his hearers not to poke fun at the red-haired boy, Dr. H. Crichton-Miller said: "We all think red hair a joke, because none of us has it in any marked degree; but it is not a joke to the owners. They may grow to regard it as a joke when they reach mature years, but the experience in earlier years of having been, on their entry into a school-room or going down the street, the signal for a joke has twisted their whole attitude to the human herd."

"We have all sorts of misapprehensions about the red-haired person, especially the red-haired boy. We think that red hair goes with the choleric temperament, which is a complete misapprehension. It is thought that rebels and adventurers and wild people like that have red hair as a physical symptom of their temperament."

That might be true in a slight degree, but the real fact of the matter was that red hair led to an attitude of self-defence, and the owner might become aggressive trying to compensate himself for what he felt to be an injustice.

Dealing with the attitude of mental defectives towards life, Dr. Miller said: "The mental defective is haunted with the feeling that he is different from others, and his life tends to become one long attempt to prove to himself and others that he really is as good as others or better. The mental defective is always wanting to cheat simply because the feeling that he has thwarted the normal person, that he has proved to himself how clever he is, is meat and drink to him."

## Boys' Names For Girls.

Speaking of the effect of the absence of a sense of personal value, Dr. Miller mentioned a girl who had become beyond the control of her parents. She was the seventh girl in the family, and had always been even more de trop than the others. The complete absence of personal value led her to try to get her own back on life. Then there was 19-year-old "Bobbie," a girl, whose mother had wanted a boy and had not hidden that desire. "Mothers who call their little girls Bobbie are calling them something they have no right to do."

Professor Winifred Cullis, speaking on adolescence, said that a girl at that time needed as much food as an adult woman, living a very active life, and a boy need as much food as an active man. Growth-up leading ordinary lives did not require as much food as adolescents. "Do not ever restrict girls and boys when they are willing to eat wholesome food. Do not make them feel they are greedy. When one looks back upon one's early years and thinks of how one wolfed bread-and-butter at that time—well, do not restrict young people."

## OLD JAPAN HAND.

**MR. J. T. SWIFT DIES IN TOKYO.**

The death is reported from Tokyo of Mr. J. T. Swift, a resident in Japan of over forty years standing. Mr. Swift had a street accident over a year ago which, though trifling in itself, led to complications which ended in his death. Mr. Swift was born at Colchester, Connecticut, in 1861, and studied law for a year at Columbia University. He first came to Japan in 1888, says the "Japan Chronicle," and taught at the Meiji Gakuin. Returning to America in the following year to get married, he came back as the first foreign secretary of the International Committee of the Y.M.C.A., which was started in Japan through his efforts. In 1898 Mr. Swift resigned from the Y.M.C.A. and accepted a position in the Tokyo Higher Normal School, being subsequently appointed lecturer on the English language in the literature department of Tokyo University, a post which he held for 28 years. He also held other scholastic appointments. His services to Japan were recognised by the Japanese Government on several occasions.

Parson (in whisper to mother whose baby he is about to christen) "How do you spell her name—Anna or Hannah?" Mother: "I don't know, sir. I ain't no scholar, neither!"

## SHADOWS BEFORE.

**COMING EVENTS ANNOUNCED IN THE "MAIL."**

To-day — Queen's Theatre; "Steamboat Bill, Jr."

To-day — World Theatre; "La Boheme."

To-day — Star Theatre; "The Telephone Girl."

Aug. 31—Theatre Royal; Cecilia Hansen, the world's greatest violinist, 9.15 p.m.

September 2-3—Queen's Theatre; "A Kiss in a Taxi."

September 21—Promenade Concert at Volunteer Headquarters. Land Sales.

September 3—At P. W. D. Offices, Crown lands at Shamshulpo and Prince Edward-rd., Kowloon, 3 p.m. Lammeris' Auction.

September 3—At 5, Chatham-rd., Kowloon, valuable household furniture, 11 a.m.

Meetings.

To-day—Royal Hong Kong Golf Club confirmatory meeting.

To-day—Rugby Football meeting at Union Bldg., Pedder-st., 5.30 p.m.

August 31—Forty-first annual meeting of members of the Hong Kong Football Club in Messrs. Jardine, Matheson's board room, 5.30 p.m.

September 2—H.K.V.D.C. No. 2 Platoon Rifle Club meeting at the Peak Range, 9.30 a.m.

September 8—Hong Kong Cricket League annual meeting in the Sanitary Board Room, Post Office Bldg., 5.15 p.m.

September 6—Annual meeting of Mid-levels' Residents' Assn. at Ladies' Recreation Club, Peak-rd., 6 p.m.

Sports.

Sept. 6, 7—Soldiers' Club Billiard

Tournament: H.K.V.D.C. v 31st Battery R.A., 6 p.m.

Miscellaneous.

August 31—Netherland Consul General "at home" at the Chancery, Asiatic Bldg., 11 a.m. to noon.

August 31—Hong Kong Amateur Football league entries close on this date.

September 1—Second Moonlight picnic of St. Peter's Y. M. Club.

September 1—Miss V. Capell resumes her Dancing Classes on this date.

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## HOLIDAY DRAMA.

THINGS SEEN IN EUROPE:  
ECHOES & MEMORIES.

THE POLICE MUSEUM.

[By Edgar Wallace.]

Berlin.—If you think in drama you see drama in all the commonplace things of life, because drama is of the commonplace.

There was a shabbily dressed woman in the Pullman going down to Dover who had a little square blue card which she kept in her hand. Pinned to it was a large brooch at which she glanced continuously. She was rather pretty. She had been crying. I saw her at Calais—she was on the Nord Express. She was sitting in a corner of a sleeper, smoking a cigarette, and was reading, with every evidence of amusement, a letter which obviously she had opened on the train. At Brussels she left us. Looking down from my window at the Adlon, which commands a view of Unter den Linden, I saw her driving in a Rolls, magnificently attired. She was with another woman, apparently a maid or some sort of servant.

What did it mean—the brooch, the tears, the change of attire? To me, drama. To somebody else, a very deep sex story.

One of the Berlin newspapers asked me if I would be photographed in the streets with a Berlin policeman. I hate that sort of publicity, but I was obliging. The policeman was a fine specimen of a man. An ex-sergeant-major. Most of the police in Berlin are ex-N.C.O.'s—that is why they are the smartest and most efficient uniformed police in Europe.

You never see an old policeman, because they only serve ten years, when they retire with a gratuity of £250 and new N.C.O.'s take their place.

My policeman and I had a little chat through an interpreter. He guided my hand to a big hole in his shoulder and another in his arm. He was on the French front, Shrapnel. In his leg a few machine-gun bullets. There are scores of London policemen similarly marked.

A detachment of Berlin police is coming to London to study traffic problems—if my policeman is one of these I'm going to get him acquainted with a fellow sufferer. But to me he is drama—there is a story in him and a play in him.

ECHOES AND MEMORIES.

Out on Wansee you pass the estate of Prince Leopold, a brother of the ex-emperor. Leopold does not come to Germany. When the revolution came he hoisted the red flag. He designed to play Philippe Egalite, though the fate of that copper-faced philanderer with revolution might well have been a lesson to him. The Grand Duke Cyril did the same sort of thing in the days when Kerensky was sneaking into the shoes of Lvov—affixing red bows to his bosom and voluntarily discarding his shoulder straps. And here is the fine estate of Leopold, with its byzantine towers, but without Leopold. The drama in that is the association between the three princes who sought a cheap popularity with the mob and had in exchange the worst kind of "pant-kick."

And here's the Garrison Church at Potsdam, scaffold poles about it and its pavements worn by the feet of soldiers who will march no more. Here on Sunday mornings came the Emperor from Sans Souci to pray. And before its doors the memorial to the dead of his guard. Steel-helmeted 1916, laurel-crowned, shakes hands with the soldier of Frederick the Great, whose medallion head looks down upon the tender anachronism. Potsdam with its handful of soldiers is a desert of a place, and the great barracks ring hollowly to the tread.

In Berlin came very excellent comedy. There came to my sitting-room a smart young man with many golden teeth. Under his arm a portfolio. He had an air of importance—he was, indeed, a Freiherr von und zu. At the time I was expecting a messenger from the Foreign Office to conduct me to the opening of the Reichstag.

We bowed—he effectively. As for me, I wear rubber heels, which refuse to click. "We would ask you if you have seen our criminal museum," said he.

I said I had not. Had I been invited? He was annoyed and pained. Such carelessness on the part of the Police President! Would I come with him? I fixed an hour and we journeyed to Police Headquarters.

THE POLICE MUSEUM.

Everybody was most charming. The Vice-President received me as a dark, good-looking, gentleman. The Chief of the Criminal Police, who looked like an English Guards officer, was most courteous. The Commissioner of

## SMALLPOX CASES.

IN ENGLAND DURING PAST DECADE.

LARGE INCREASE.

While smallpox has increased in Great Britain during the last ten years, there has been a remarkable decrease in other European countries, according to a report issued by the Health Organization of the League of Nations. It is stated that in 1927 there were 14,931 cases in Great Britain, as compared with only 6,841 cases in the rest of Europe. No cases at all were reported from Switzerland, while Bulgaria, Czechoslovakia, Denmark, Hungary, Lithuania and Roumania have been free from the disease in the early part of this year. In Russia the number of cases dropped from 186,755 in 1919 to 16,547 in 1925.

In many countries the system of notification is not so efficient as that in Great Britain and this, to a certain extent, may account for the small number of cases reported. It is noteworthy, however, that vaccination is compulsory in almost every country in Europe.

Unseasonable.

In England, where the incidence of the disease has mounted steadily since 1917, when only seven cases were reported, the situation is causing considerable uneasiness. The Ministry of Health official told a "Morning Post" representative that the mild form of the disease that has been prevalent recently has brought a falling-off in the practice of vaccination. At the present time, he said, only 40 per cent. of the babies born are being vaccinated.

A novel feature of recent epidemics, too, has been the heavy incidence in casual wards—a fact that may have played no little part in the spreading of the disease.

It is possible that some reinforcement to the present compulsory powers of vaccination in Britain will be recommended by the Department Committee set up by the Ministry of Health in 1926 to consider this subject.

## BETS TAX EVASION.

BOOKMAKERS FINED 1974.

Fines ranging from £5 and five guineas costs to £152 and twenty guineas costs, and amounting in all to £974, with 216 guineas costs, were imposed by the Leeds stipendiary magistrate on thirty-four bookmakers, who were summoned for offences relating to the betting tax.

The proceedings arose out of visits paid by Customs and Excise officials to the Leeds Greyhound racing track.

Mr. Walter Hedley, K.C., for the Customs and Excise, said: "Notorious evasions of the tax have caused grave anxiety at the Treasury."

In imposing the fines, the stipendiary remarked, "You embarked upon a very systematic and deliberate scheme for defrauding the Revenue. You might have stood in another court on a much graver charge than this which would have involved a lengthy term of imprisonment. I do not intend to disqualify you, because I realise that the great proportion of you depend upon betting for your livelihood."

Police personally conducted me through the museum.

An interesting place—very melodramatic. The walls covered with the photographs of half-wits—on the psychology of which I am something of an authority. The "murderers by imitation" were particularly interesting. One felt that, in happier circumstances and without their homicidal urges, they might have been copying a great critic and saying that I could not write love scenes.

Here is the wax mask of a man taken after his head had been struck from his body by the executioner's axe. He is smiling as at some quiet joke. He, too, may have recovered his sense of humour at a moment when such a recovery was of the greatest assistance. Criminals have that sense but rarely.

My interesting cicerone was waiting for me at the end. "Yes, I wanted you to see our criminal museum—I am very proud of it as a citizen of Berlin. What am I? Oh, I am a criminal! I have just done six years."

He would not take money from his staggered companion. I will say this for the police, that, true to their traditions, they did not betray him—but I understand that when he called a taxi and drove me back to my hotel, two detectives followed to see that I did not get into mischief. "Morning Post."

## JUDGE &amp; OFFICER.

SHARP REPROOF FROM THE BENCH.

SPOKE TO THE JURY.

During the hearing in the King's Bench Division of a claim for damages for injuries received by reason of a defective cab door the jury, by direction of Mr. Justice Humphreys, inspected the cab. On their return into Court his Lordship inquired who was the person who accompanied them, states the "Morning Post." Counsel said that Inspector Docwra, of the Carriage Licensing Department did so.

Addressing the Inspector, Mr. Justice Humphreys said: Were you present in Court when I gave instructions that persons accompanying the jury must not speak to the jury at all?

Inspector Docwra—I had no in-

Did you get into this cab with three members of the jury and discuss the question of the cab or the mechanism of the lock?—Yes, I explained the mechanism of the lock to them.

"Why did you disobey my express orders?" asked the Judge. Inspector Docwra—I had no intention of doing so. I did so for the sole reason of assisting the jury in arriving at an explanation as to how the door could be on full lock or part lock.

Mr. Justice Humphreys—In other words, you were trying to assist the jury to arrive at a verdict on a statement not made in open court. Don't you know, as an inspector of police, that the jury have to decide questions upon statements on oath and not upon things said to them privately?

Inspector Docwra later gave evidence for the defence, and at the conclusion of his summing up Mr. Justice Humphreys said to him:—

"I know something of your record in the police force. I believe that it was entirely an act of stupidity on your part when you discussed this matter with the jury, and that you did not intend to disobey any orders or to influence the jury in any way improperly."

"Extremely Unwise."

"Having said this I do not propose to take any action in the matter, but I hope that for the credit of yourself and the force to which you belong, you will not do such an extremely unwise thing again."

It was claimed on behalf of the plaintiff, a visitor to London, that when she had entered the cab one of the doors flew open, with the result that she fell out and received severe concussion. She alleged that the driver-owner was negligent in not seeing that the door was securely shut.

The jury returned a verdict in her favour and awarded her £350 damages. They also awarded her husband £160 for special expenses to which he had been put through her illness.

Judgment was entered accordingly.

## COMMON FIRES.

CARELESS VISITORS CAUSE DESTRUCTION.

During discussion on common fires at Chert by the Farnham Rural Council, it was stated that the lord of the manor had transferred his interest in the common to the Commons Preservation Society, and the Council passed a resolution that representations should be made to the society with a view to the appointment of a caretaker, who should collect fees from motorists parking on the common in order that a fund might be available for guarding it.

Carelessness on the part of visitors, which, in his opinion, amounted to criminal negligence, was stated by Mr. W. W. Schumper, K.C., to be responsible for the fires. It was not true, he added, that the fires were caused by broken glass. During the week he was driving past Frensham, and saw three men light a fire on the common by the roadside to boil a kettle. He had the fire put out, and used language to them that was unprintable.

The state of the common was dreadful, he continued. Visitors left not only litter but putrefying matter, and it was not poor people who left champagne bottles about or threw them into the pond. The larger the motor-car that brought people to the common the greater the amount of litter.

Mr. James Wolfe, the swimmer, who coached Miss Hilda Sharp for her Channel swim, rescued two French women who were in danger of drowning off Boulogne.

Miss Coombe, aged 25, a nurse of the Middlesex Hospital, Mortimer street, W., was found dead in a bath at the hospital.

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## A WEEK'S PAPERS IN ONE

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CHINA NEWS, LOCAL NEWS

AND ALL THE NEWS

SEND IT HOME!

This week's issue of the "Overland China Mail" contains a complete set of pictures of the disastrous fire aboard the s.s. "Sui Tai," the Macao steamer.

Other local events are fully illustrated and in this connection the "Overland" stands alone among publications of the kind.

The story is given of the landing of the Cantonese politicians from Europe; Chiang Kai-shek's illness, and his present status in the Nationalist Party; how the "Young General" has allied himself to the Nanking faction but is holding off giving up Manchuria through fear of the Japanese.

All local news is fully covered.

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# Sport Columns

## HOME SOCCER.

### NEWCASTLE WHACKED AT HOME.

#### YESTERDAY'S RESULTS.

Division I.  
Arsenal 1, Derby County 3.  
Everton 0, Sheffield W. 0.  
Newcastle 2, Burnley 7.  
Sunderland 3, Blackburn R. 1.  
Division III (S).  
Gillingham 1, Torquay 1.  
Plymouth 3, Swindon 0.  
Division III (N).  
Wigan 1, Halifax 1. —Reuter.

## LOCAL SOCCER.

### GARRISON LEAGUE READY TO START.

The Hong Kong Garrison Football League will commence its fixtures on Monday, September 3. The following are the fixtures for next week:  
Monday, 3rd: 12th H. Bty., R.A. v. H.Q. Wing, 2nd Bn., K.O.S.B. Referee: L/Cpl. Shead, 1st Bn., Queen's R.R.  
Wednesday, 5th: H.Q. Wing, 1st Bn., Queen's R. Regt. v. R.A.M.C. Referee: B.Q.M.S. Hutchins, R.A.  
Friday, 7th: M.G. Coy. 2nd Bn., K.O.S.B. v. M.G. Coy. 1st Bn., Queen's R.R. Referee: Gunner Kinsella, R.A.

All matches are at the Chatham road, Kowloon, Ground. Kick-off at 4.30 p.m.

## CORRESPONDENCE.

### ACKNOWLEDGMENT.

(To the Editor of the "China Mail.")  
Sir,—I am directed to request you to give publicity to the enclosed copy of farewell letter from the East China Baseball Team in your esteemed paper on the eve of their departure from Hong Kong on the 29th inst. and oblige.  
Yours, etc.,  
K. WONG.

O. W. Luke, Esq.,  
The Chairman, South China Athletic Assn.,  
Hong Kong.

Dear Mr. Luke:

On behalf of the East China Baseball Team, I am directed to thank you most heartily for your kind hospitality and successful entertainments shown towards us during our stay in Hong Kong. We feel that you have been an exceedingly excellent host, lavishing on us your many kindnesses which have made us feel that this has been a very happy and enjoyable trip. We cannot thank you enough for what you have done for us and we dare not promise you that we cannot fulfil in our present mood of grateful appreciation. We only hope that we may have the opportunity of repaying to some extent your kind treatment to your Dragon Baseball Team when they visit us in Shanghai next summer.

We have learned many things in Hong Kong, one of which is your wonderful organisation of the Junior League. Your keen interest in developing the Chinese youths to be future baseball "stars" of China is an example worthy of admiration and we take back with us your idea of organising baseball teams among the young people in Shanghai. We think that it would not be amiss to say that your Association is the father of baseball in China, and will be the recognised authority on baseball therein.

We wish to express again our sincerest thanks for the successful ending of your difficult task in making our sojourn here a most pleasurable and memorable one.

Cordially yours,  
(Sgd.) W. Y. CHAN,  
Captain,  
East China Baseball Team.

## INTERPORT BOWLS.

### LOCAL PLAYERS LEAVE FOR NORTH.

#### "CHINA MAIL" SPECIAL.

The Hong Kong team of Interport lawn bowlers left for Shanghai yesterday. Five of the six players, Messrs. A. M. Hollands (Capt.), J. C. Brown, A. Chapman, W. Mair and J. Laing, departed by the s.s. "Shantung" at daylight, whilst the remaining man, Mr. A. W. Grimmitt, left by the "Empress of Russia."

The match with Shanghai is to take place on Thursday, September 6, and it will be umpired by Mr. A. McAllister.

The Shanghai team is to be composed of Messrs. N. Harrison, A. McLeod, H. Gordon Wright, and A. A. Malcolm (skip), with Messrs. R. P. Phillips and F. J. England as reserves.

Shanghai newspapers state that Hankow will be unable to send a team.

The Interport game will be described in the "China Mail" by our special correspondent in Shanghai.

## HONG DOUBLES.

### THE CONTESTANTS FOR THE FINAL.

G. W. Sewell and H. Owen Hughes entered the final of the Hong Doubles tournament yesterday by defeating A. D. Humphreys and R. K. Valentine by 6-4, 6-3, the winners now having to meet R. Gordon and W. D. Fiddes Wilson in the final.

## SWIMMING RECORD.

### WOMAN'S QUICK HALF MILE.

Dundee, Yesterday.  
Miss Gladie Stewart won a half-mile freestyle swimming race in 12 min. 33 3/5 secs., clipping 3 3/5 seconds from the American, Miss Norelius' world's record.—Reuter.

## BASEBALL.

### SHANGHAI CHINESE DEPART.

The Shanghai Chinese (East China) baseball team, headed by Mr. W. Y. Chan, captain, and Mr. Albert Liu, manager, after a stay in Hong Kong of two weeks as guests of the South China Athletic Association, departed yesterday by the s.s. "Empress of Russia."

The team was seen off by a number of members of the local baseball clubs, consisting of, among others, Mr. Harry H. Sling, manager, and Mr. Richard Shim, assistant manager, of the South China Baseball teams; Mr. Wong Kum-ying, Mr. Soo Huen-yau, and Mr. Loo Hap-fo, of the social committee of South China Athletic Association; and Mr. Hin Wong, hon. secretary of Hong Kong Baseball Association.

Before sailing, the team was informally entertained by Sir Shou-sun Chow, one of the honorary presidents of the South China Athletic Association; and Lady Chow and other ladies went on board the "Empress" to see the team off. The visitors were taken across the Harbour by a launch specially engaged by the South China Athletic Association, and the launch followed the "Empress" until she was clear of the Harbour. Cheers were exchanged between the departing team and its hosts, while firecrackers, including a long one, were let off.

The visitors did very well during their stay in Hong Kong, winning five and losing only one game. The team carried off the cup presented by Sir Shou-sun Chow.

The Chinese Y.M.C.A. assisted throughout the short sojourn of the visitors by opening the hotel to them under most favourable conditions, owing to the courtesy of Mr. Y. H. Tsao.

## GOLF.

### THE HANDICAP PLAYER'S COMPENSATIONS.

(By Harry Vardon.)

Which is better—to be a hopeful handicap player at golf, or a full-fledged scratch man?

At first blush, this may seem an absurdly easy question to answer. What is it that every golfer seeks to be? Even is it like asking a person whether he would rather be a millionaire or a merely ordinary mortal? Nobody would expect to get full marks if he plumped for the merely ordinary mortal. And yet I have heard of a sugar-planting millionaire who cannot sleep a night unless his attendants prop him upright in an armchair, and of the richest man in the world who always exceeds the legal five minutes in searching for a lost golf ball, and goes home full of gloom if he cannot find it.

Similarly, I know plus and scratch golfers who are unhappy. Sometimes their driving is not exactly as it should be. Or every now and again they are socking a masher shot. It is disturbing.

From the psychological point of view, the main difference between the bad player and the good player seems often to be that the bad player goes home deliriously happy if he has hit three good drives, and the good player goes home worried if he has hit three bad ones. I wonder sometimes whether there is anybody quite so lucky as the duffer on the links. If famous golfers could enter completely into dufferdom for a week, they might be immensely interested. They are as retired millionaires; they know comparatively little of the doubt, hope, expectancy, apprehension, and other influences that help to make life exciting to ordinary individuals.

I once saw a famous player slice his drive over the railway wall at the sixteenth hole at St. Andrews in the semi-final of an amateur championship. There was as much amusement as one would expect if the Prime Minister suddenly stood on his head in the House of Commons. And yet why should not a famous player slice a drive terribly and finish on the railway track?

It is unfortunate that, in first-class tournaments, the dullness of seeing people perpetually addressing the ball on the teeing ground and hitting it down the middle of the course becomes oppressive. It seems absurd that they should be bothered with such a formality. It would be just as reasonable for a champion swimmer to be tipped out of a boat in a small pond, and for the spectators to be asked to find a thrill in the thought that he might be drowned.

## SYMPATHY.

Uncertainty is the salt of life, and it is the fact that the duffers at golf have such a lot of it that makes them so lucky. They never know what is coming next. There are people who think that the state of dufferdom is unhappy—like rheumatism or insomnia, which is often advanced as its cause.

It would be a great good thing for the golfing world to realise that the individual who executes a lot of bad shots taps the sweetest pleasures of the game in his occasional good ones.

It is perhaps time that he soared into the seventh heaven of delight about his condition, and, in a delicate and decorous manner, proffered his sincere sympathy to the people who seem to be physically and mentally incapable of playing a really bad round.

Assuming that we have now gazed the humble handicap golfer into a state of satisfaction, let us proceed to ram home very sharp points for the enlightenment of plus or scratch men. The player who wins scratch medals in the ordinary way, and breaks the record for the course when he feels that he simply must do something new, is often of the type who makes his way from the last green with sadness written upon his countenance.

He is worried. His caddy, wrapped in that impenetrable gloom

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Documentary 4 months' sight .....	2/1 1/2
On Paris—	
On demand .....	1242 1/2
Credits, 4 months' sight .....	1317 1/2
On Berlin—	
On demand .....	—
On New York—	
On demand .....	48 1/2
Credits, 30 days' sight .....	50 1/2
On Bombay—	
Wire .....	133 1/2
On demand .....	133 1/2
On Calcutta—	
Wire .....	133 1/2
On demand .....	133 1/2
On Singapore—	
On demand .....	86 1/2
On Manila—	
On demand .....	97 1/2
On Shanghai—	
On demand .....	76 1/2
30 days' sight (private paper) .....	—
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On demand .....	107 1/2
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Sovereigns (Bank's buying rate) .....	9.65
Silver (per oz.) .....	26 1/2
Bar Silver in Hong Kong .....	4 1/2 % prem.
Chinese Copper Cash nom. .....	—
Chinese Copper Cents 6% prem. .....	—
Rate of Native Interest .....	7% p.a.
Chinese Sub. Coin .....	30 1/2 % dis.
Hong Kong Sub. Coin Par. .....	—

### LONDON EXCHANGES.

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Brussels .....	34.90
Geneva .....	25.20
Amsterdam .....	12.10 1/4
Milan .....	92.55
Berlin .....	20.36
Stockholm .....	18.13
Copenhagen .....	18.19
Oslo .....	18.19
Vienna .....	84.425
Prague .....	163 1/2
Helsingfors .....	192 1/2
Madrid .....	29.205
Lisbon .....	2 7/8
Athens .....	375
Bucharest .....	795 1/2
Rio .....	5 25/32
Buenos Aires .....	47 1/2
Bombay .....	1/5 31/32
Shanghai .....	2/7 1/2
Hong Kong .....	2/0
Yokohama .....	1/10 9/32
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Mercantile A. & B. .....	126
do. C. .....	124 1/2
P. & O. Bank .....	134 1/2
Bank of East Asia .....	177
Insurance .....	—
Canton Insurance .....	106 1/2
Union Insurance .....	136 1/2
North China Insurance .....	114 1/2
Yangtze Insurance .....	116 1/2
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Benguet .....	121 1/2
Kailan Mining A.D. .....	111
Langkats (Combined) .....	111
do. (Single) .....	111
Shanghai Exploration .....	124 1/2
Shanghai Loans .....	124 1/2
do. .....	124 1/2
Tronoh Mines .....	17 1/2
Docks, Wharves, Godowns, &c. .....	—
H.K. & S. Wharves .....	113 1/2
H.K. & S. Wharves .....	113 1/2
China Provident .....	115 1/2
Hongkong .....	115 1/2
New Engineering .....	115 1/2
Shanghai Docks .....	110 1/2
Cotton Mills .....	—
Ewo Cottons .....	118 1/2
Shanghai Cottons (Old) .....	118 1/2
do. (New) .....	118 1/2
Lands, Hotels & Bldgs. .....	—
H.K. & S. Hotels .....	118 1/2
Hongkong Lands .....	118 1/2
Shanghai Lands .....	118 1/2
Humphreys Estates .....	114 1/2
Hongkong Realities .....	114 1/2
H.K. Territorials .....	114 1/2
Prince's Buildings .....	114 1/2
Public Utilities .....	—
H.E. Tramways .....	124 1/2
Peak Trams (old) .....	113 1/2
do. (new) .....	113 1/2
Star Ferries .....	113 1/2
China Lights (comb.) .....	112 1/2
do. (old) .....	112 1/2
do. (new) .....	112 1/2
do. 1928 issue .....	112 1/2
H.K. Electric .....	112 1/2
Electric (new) .....	112 1/2
Macro Electric .....	112 1/2
H.K. Telephones .....	112 1/2
China Ryces .....	112 1/2
Singapore Tractions .....	112 1/2
do. Pref. .....	112 1/2
Industrials .....	—
China Sugars .....	112 1/2
Malayan Sugars .....	112 1/2
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Cements (comb.) .....	112 1/2
do. (old) .....	112 1/2
do. (new) .....	112 1/2
H.K. Ropes (old) .....	112 1/2
do. (new) .....	112 1/2
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# WORLD NEWS IN PICTURES.

Talks to Scientists.



Sir James Irvine, principal of St. Andrew's University of Scotland, and authority on methylated sugars and carbohydrates in general, who addressed the opening sessions of the American Chemical Society Institute at Evanston.

"Now Lean on the Old Apple!"



Here is Bill Sherdel, star southpaw of the St. Louis Cardinals, telling his five-year-old son, Junie, how to hit the ball. The younger Sherdel says he's going to be a pitcher just like his dad.

Cleans Up Plotters.



One of the latest pictures of President Plutarco Elias Calles of Mexico, who, following the assassination of President-elect Alvaro Obregon, massed the federal army and rural units to run down anti-Obregon plotters.

He Tried to Capture Paris.



The ex-Crown Prince Frederick Wilhelm of Germany once led an army and tried to capture Paris, but now he's content to motor about the countryside near his home at Oels. With him in the picture is his wife, the Princess Cecilie.

To Represent U.S.



E. B. Stouffer, dean of the University of Kansas Graduate School and a professor of mathematics at the college, who will represent the United States at the International Mathematical Congress in Bologna, Italy.

Comes Out for Al.



William H. Woodin, president of the American Car and Foundry Co. and the American Locomotive Co., formerly an old line Republican, has announced he will support Governor Alfred E. Smith for president.

"Colonel" Williams!



She's just seventeen, is Marion Williams of Paducah, Ky., but she's Colonel Williams, by virtue of a recent appointment by Governor Flem D. Sampson. Her military rank was conferred because of her activity in aiding the work of junior agricultural boys and girls.

Latest Portraits of Obregon.



This photograph of the martyred president-elect of Mexico was taken only shortly before his death and following the demonstration which greeted his arrival in the capital from his ranch home in northern Sonora.

Official Photos of Nominees.



Above are the official photos of Herbert Hoover, candidate for the presidency on the Republican ticket (right), and Senator Charles Curtis, his running mate. They were designed for poster and newspaper reproduction.

Latest Mode in Pyjamas for Milady.



There is a note of grace and femininity that carries the latest Parisian impression in these smart pyjamas shown at one of the recent fashion exhibits. On the left is the "Lido" pyjama suit of crepe de chine and tussare in green, black and white. On the right is the "Twilight" suit of blue and white printed georgette with harmonising dark blue and white flowers.



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Peak-27 Yapp, P. A., Res., 519, The Peak.  
Kowloon-27 Bond, C., Res., 106, Kowloon Tong.  
Central-28 Police Station, Shaukiwan.  
Peak-28 Chubb, S. F., Res., 50a, The Peak.  
Kowloon-28 "Kauford Terrace" Private Hotel, 1, Kauford Terrace.  
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# THE MOTORISTS' PAGE

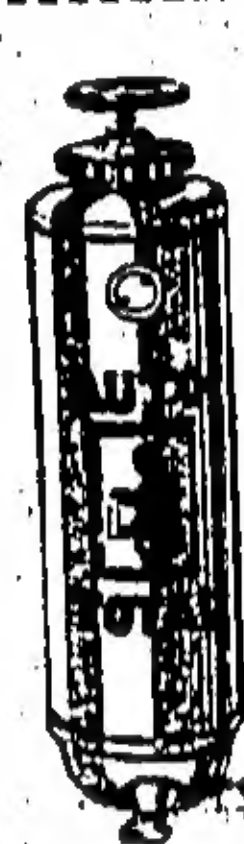
**POWER and SPEED**  
with **SILENCE**,  
**SAFETY and ECONOMY.**

THAT'S  
**B. S. A.**  
**MOTOR CYCLES**

THE MOST RELIABLE OF ALL MACHINES.

COME & SEE THE MODELS IN STOCK.

**THE SINCERE CO., LTD.**  
SOLE AGENTS.



## AUTO-TOTAL

THE MOST EFFECTIVE FIRE  
EXTINGUISHER FOR  
**MOTOR CARS**  
NO PERIODIC REFILLING.

Contents Never Deteriorate.  
Harmless to Upholstering, Machinery,  
Or Rotative Parts.  
Contains no Grinding Properties.

AGENTS—

KELLER, KERN & CO., LTD., 16/19, Connaught Road C.

## BUYERS' GUIDE

### MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road, C.4759.  
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.  
CADILLAC.—Hongkong Hotel Garage, Queen's Road, C.4759.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4759.  
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.  
HANOAC.—Wai On Tsung, Ltd., 243 Des Voeux Road, C. Tel. C. 711.  
MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4759.  
OAKLAND.—Lane, Crawford, Ltd.  
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.  
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.  
PONTIAC.—Lane, Crawford, Ltd.  
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road, C.4759.  
SINGER.—Gilman & Co., 4a, Des Voeux Road Central.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4759.  
VAUXHALL.—Lane, Crawford, Ltd.  
WHIPPET.—Gilman & Co., 4a, Des Voeux Rd., C.  
WILLIS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

### MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4759.  
FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.  
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.  
GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.  
MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4759.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4759.  
WILLIS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. C.

### MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road, C.1067.  
NEW HUDSON.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.  
RALEIGH.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.  
ROYAL ENFIELD.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.

### TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road, C.4759.  
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon, K.225.  
AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.  
COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.  
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.  
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.  
MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.  
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road, C.4759.

### KNIGHT CARS.

LUXURY SIX AT A  
FAIR PRICE

QUALITY FIRST.

A new line of six cylinder motor cars, designed as companion cars to the Stearns-Knight deluxe eights which created such unusual comment at all the American motor shows early this year, was recently announced by the manufacturers in Cleveland, Ohio, U.S.A.

The series 80 line materially strengthens the Stearns-Knight position in the quality car field, providing that company coverage in a new price range from \$2,495 to \$2,945, f.o.b. factory.

The new cars are characterised by bodies of ultra modern design, a decidedly custom built effect being imparted to the general design by the use of a full rounded upper back, curved roof sides and deep, full crown fenders. This mark of style and quality is enhanced by a narrow radiator and by the employment of large nickel-plated headlights with smaller sidelights mounted in nickel brackets which extend through the body to give maximum rigidity. The new Stearns-Knight Six has been developed along the general design of the eight-cylinder model in its external appearance, and is characterised by long, low lines.

Six body styles are included in this group of lower priced, quality cars, these being a cab roadster, a close-coupled sedan, a 5-passenger coupe, a 5-passenger sedan, a 7-passenger sedan, and a 7-passenger limousine. The limousine is equipped with a glass partition between the driver's seat and the rear compartment.

#### Roominess.

Two chassis types are supplied for the new car, one with a wheelbase of 126 inches for the cab roadster, close coupled sedan and 5-passenger sedan, and one with a wheelbase of 134 inches for the other three models.

The six body styles are offered in five distinctive colour variations with three combinations of upholstery of the finest broadcloth to match, thus providing a wide range to satisfy individual preference.

Interiors are marked by unusual roominess with appointments in keeping with the quality tone of the car throughout. The interior compartments are lighted by a centre dome light and two auxiliary lights in the rear corners. An automatic door switch provides a safety foot light when the rear doors are opened. Toggle grips at each side, as well as comfortable padded arm-rests are other features of the new six cylinder models. Concealed pockets are provided in the rear doors. Smoking and vanity sets are provided in the same smart patterns of dull silver as the other interior hardware; and wood panelling is of circassian walnut.

The instruments on the decorative dash panel are conveniently grouped. Spark and gas throttle are in the centre of the steering wheel, and the headlights are controlled by means of a switch located on an extension arm of the steering column at the finger tips of the driver. The horn button also is located on the extension arm with the horn in front of the radiator at the lower left side.

#### 70 H.P.

The Stearns-Knight Six, which has established a new low price range for luxury cars, is powered by a Stearns-Knight sleeve valve engine which incorporates the most recent advancement in this type of engine. It develops a maximum of 70 horsepower and is capable of a sustained speed of 70 miles an hour. In power accomplishments it has shown outstanding ability to mount the steepest grades in high gear. It is this type of engine that has gained a world-wide reputation for power, speed, smoothness of operation, economy and longer life.

The new Stearns-Knight Six is now in steady production, and plans are being made to steadily increase the output. Building schedules at the Cleveland factory to meet the anticipated demand from the field.

### SHACKLES.

STUDEBAKER BALL  
SPRINGS.

DEALER'S STATEMENT.

The adoption of ball bearing spring shackles for the new line of champion motor cars announced by Studebaker is an added demonstration of Studebaker's engineering leadership, according to Mr. Parsons, local Studebaker-Erskine dealer, of the Hong Kong Hotel Garage. These shackles are exclusive to Studebaker cars. Studebaker's new ball bearing spring shackles provide greater riding comfort, eliminate squeaks, rattles and adjustments and require inspection only at 20,000-mile intervals when lubricant may be added if necessary.

"Before Studebaker engineers approved ball bearing spring shackles," said Mr. Parsons, "they were tested in more than 177,000 miles of driving on Studebaker's 800-acre Proving Ground and over U.S. trans-Continental roads, tests more stringent than would ever be encountered in normal use."

"There was not one single bearing failure during these tests, and when they were completed, the shackles were functioning as quietly and as smoothly as the day they were put on the cars. Although some of the individual cars had accumulated a total of more than 35,000 miles, inspection revealed that no addition of lubricant was necessary."

"Such tests proved the value of the ball bearing shackle beyond all doubt. Accordingly Studebaker engineers approved them as standard equipment on all Studebaker President, Commander and Director models. Coupled with deep, luxurious upholstery and hydraulic shock absorbers which are standard, these shackles give an unexcelled degree of riding comfort."

"The average motor car owner, while conscious of the presence of spring shackles on his car, knows little about them. Spring shackles provide a flexible connection between the spring and the frame, and are subject to a constant back and forth motion caused by springs flexing. If their action isn't free and smooth, springs cannot cushion road depressions properly—and what is worse, rattles and squeaks and expense of adjustments follow."

### SIX WHEELS.

SOLUTION OF TRANSPORT  
PROBLEMS.

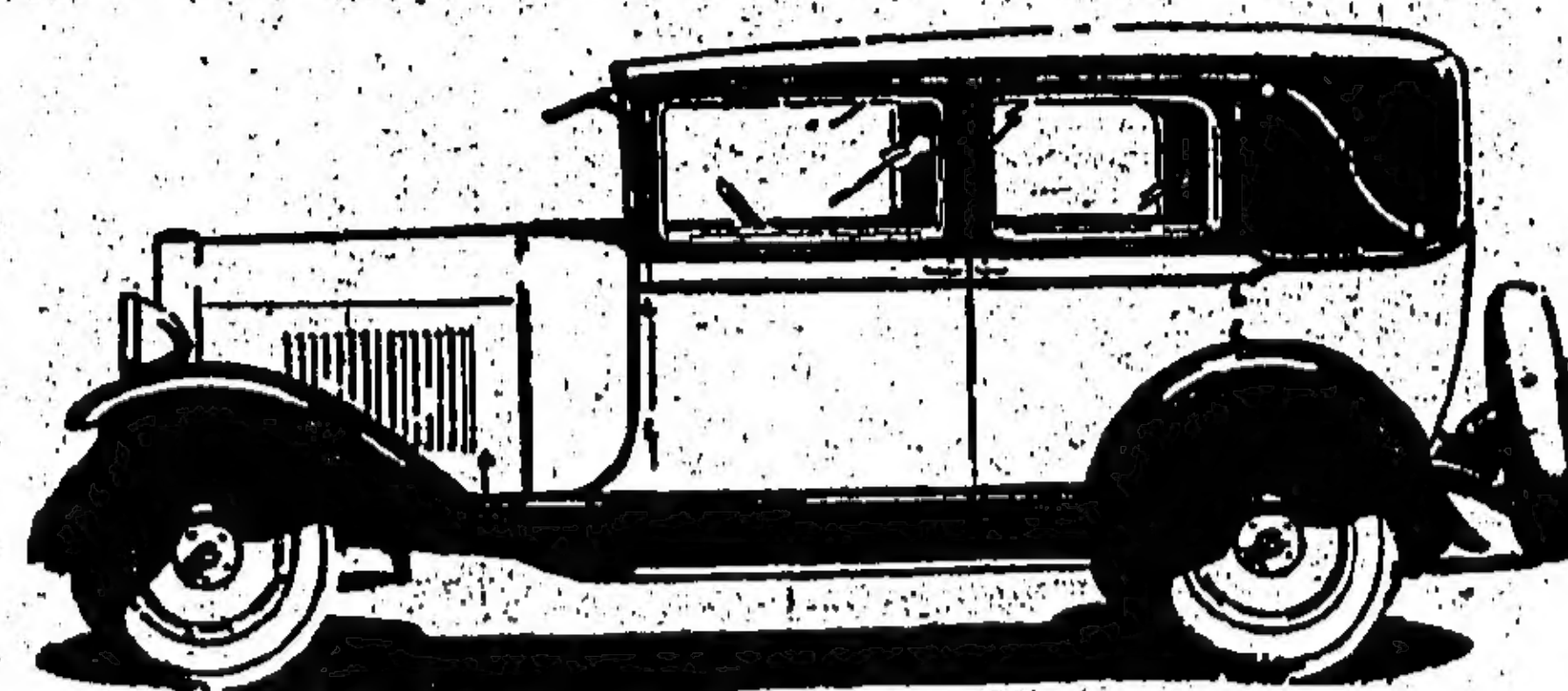
It is fully recognised that there are in many parts of the world large areas of great potential productivity where land is of nominal value only because of the lack of suitable transport. Both railways and roads have their limitations, whether imposed by economic or other conditions, and require the investment of a large amount of capital which demands a return within a reasonable period. The obvious alternative lies in the use of mechanical transport designed and built especially for primitive and unbroken tracks. Thus, the development of vast areas of country depends to a very large extent upon the introduction of suitable motor transport.

The Morris-Commercial six-wheeled chassis offers an excellent solution to problems of transport across rough and undeveloped country. In the first place, its initial cost is low, while the construction peculiar to this particular vehicle is such that the proper maintenance of the machine calls for but little more attention than the ordinary 4-wheeled type of commercial vehicle.

As to performance, the machine has been bought and thoroughly tested by the British Admiralty, War Office, Royal Air Force, and India Office, with very satisfactory results. Overseas it is being employed in places as far apart as Australia, Persia, China, Africa, Patagonia and Finland. In the various parts of the African continent alone it is already in use in Gold Coast Colony, Nigeria, Kenya, Uganda, Tanganyika, Nyasaland, The Sudan, Rhodesia, Portuguese East and West Africa and the Union of South Africa.

There are actually two models of the Morris-Commercial six-wheeled chassis now on the market—a 30 cwt. model and a 2-ton model. In the case of the former, the maximum body length is 8 ft. and with the 2-ton model, 12 ft.

## AN OUTSTANDING MOTOR CAR



Everyone is talking of the wonderful appearance of the new Oldsmobile Six. Its lines are typical of the latest trend in automobile smartness. One of the outstanding cars of 1928, it has been the subject of widespread praise and admiration.

You will be proud to ride in this fine-appearing car. The appointments have been selected with feminine expertness.

The smart voguish beauty of the new Oldsmobile marks it as one of the outstanding style leaders of the year.

Experience the pride of possession that comes from owning a car everyone stops to examine. Come and see these beautiful cars to-day.

## OLDSMOBILE

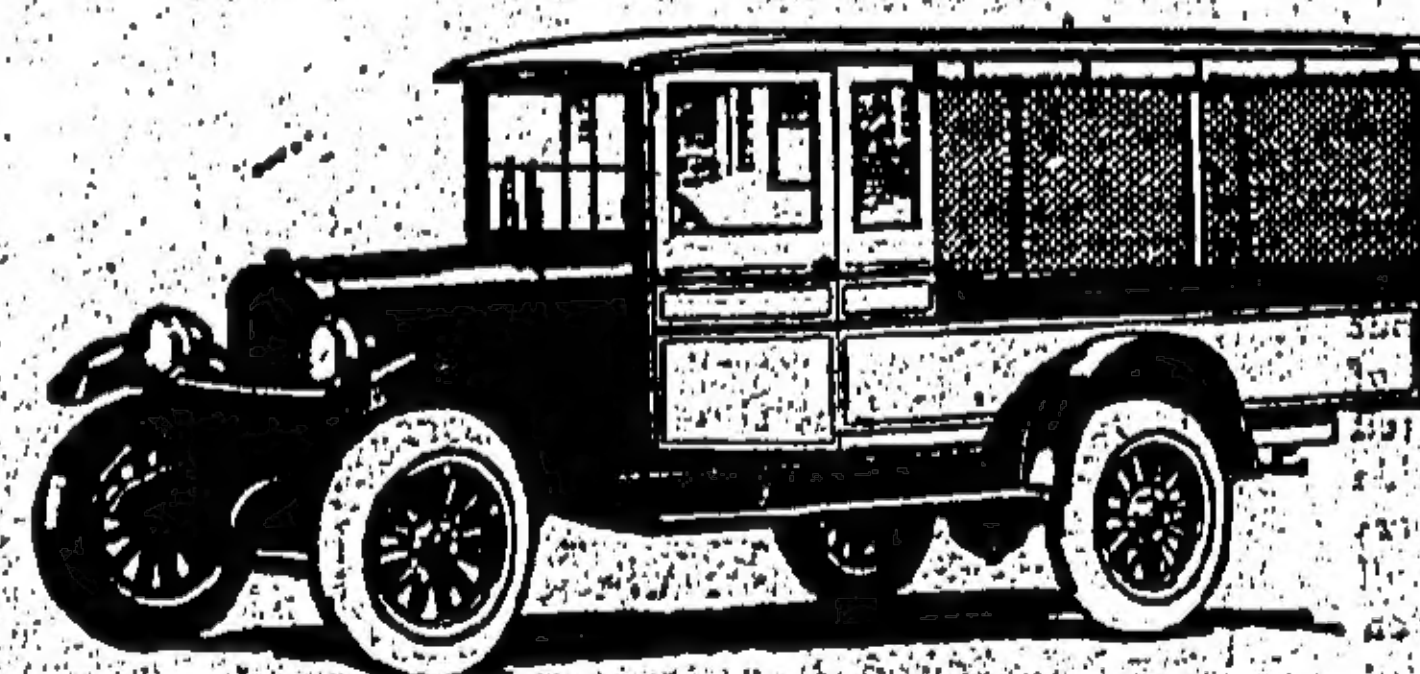
Touring ..... M\$2,500.00  
Roadster ..... M\$2,500.00  
Sedan (2-door) ..... M\$2,600.00  
Sedan (4-door) ..... M\$2,800.00

**THE DRAGON MOTOR CAR CO., LTD.**

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

A FINE CAR OF LOW COST.



### HONG KONG DELIVERED PRICES.

#### SERIES A. B. "NATIONAL"

R.A.C. Horse Power Rating 21.7 Brake Horse Power 35 at 2200 Revolutions  
PISTON Displacement 170.9 Cu. In. Wheelbase 107 inches

	NETT WEIGHT	F.O.B. FACT.	EXTRA NETT	PACKING SHIPMENT DELIVERY	NETT CASH HONG KONG
• • • CHASSIS 1/2 TON	1765 lb.	G\$375	G\$21	G\$184	G\$ 580
• • • ROADSTER 2 Passenger	2100 "	495	56	219	770
• • • TOURER 5 Passenger	2160 "	495	56	219	770
• • • COACH 5 Passenger	2430 "	535	45	270	900
• • • COUPE 2 Passenger	2305 "	595	45	270	910
• • • CABRIOLET 4 Passenger	2340 "	685	45	270	980
• • • SEDAN 5 Passenger	2505 "	675	45	270	990
• • • LANDAU 5 Passenger	2475 "	715	45	270	1020

• • • Hong Kong Price includes spare rim, Tyre & Tube, Right Hand Drive.  
• • • Hong Kong Price includes spare rim, Tyre & Tube, Bumper, Bull Horn, Drab Duck Top, Right Hand Drive.

• • • Hong Kong Price includes spare rim, Tyre & Tube, Bumper, Bull Horn, Right Hand Drive.

#### SERIES L. O. "CAPITOL"

R.A.C. Horse Power Rating 21.7 Brake Horse Power 35 at 2200 Revolutions  
PISTON Displacement 170.9 Cu. In. Wheelbase 124 inches

	NETT WEIGHT	F.O.B. FACT.	EXTRA NETT	PACKING SHIPMENT DELIVERY	NETT CASH HONG KONG
Chassis 1 Ton	2180 lb.	G\$485	G\$40	G\$185	G\$ 720
Chassis 1 Ton with Cab	2500 "	610	40	185	840

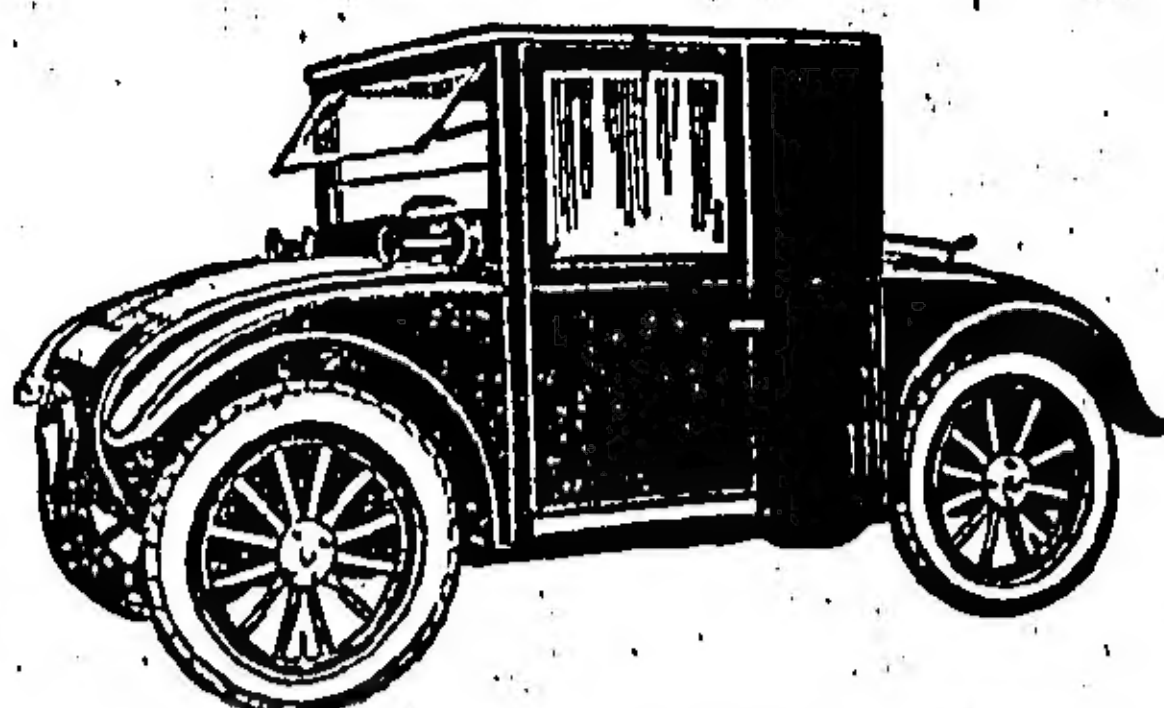
Hong Kong Price includes spare rim, Tyre and Tube and 4 fenders.

**THE HONG KONG HOTEL GARAGE**  
25 Queen's Road Central Tel. Central 4759



### HANOMAG CAR

RUNS 60 MILES TO THE GALLON.



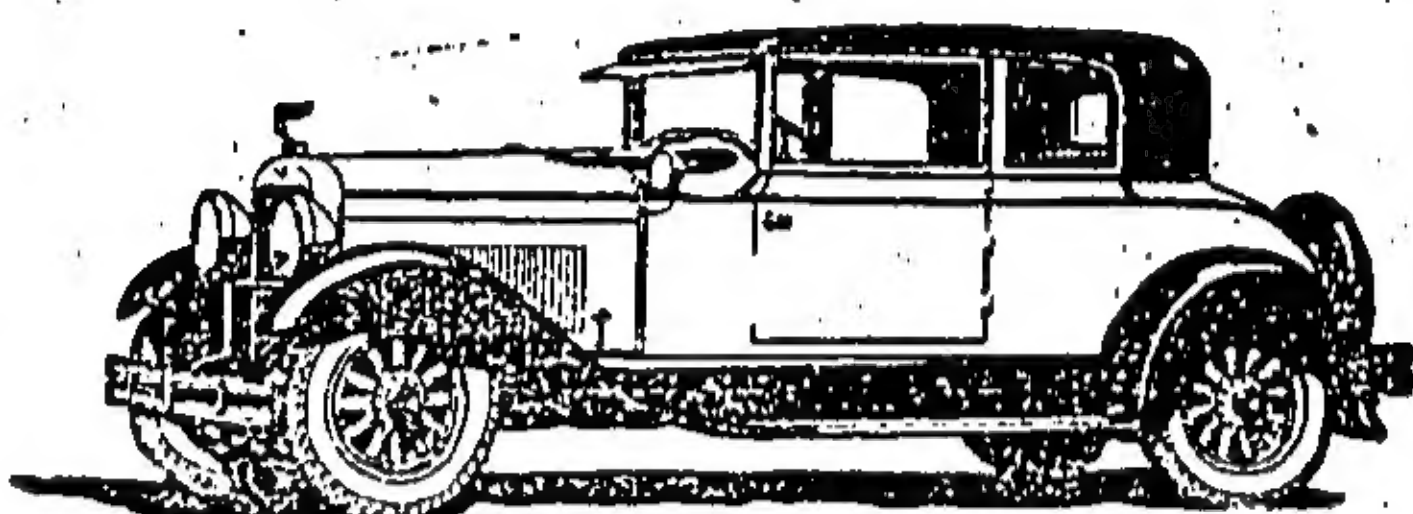
RELIABLE, ECONOMICAL AND CHEAP.

Sole Agents:

WAI ON TSEUNG, LTD.

243, Des Voeux Road Central. Tel. C. 711.

# 1928



## ESSEX COUPE

H.K. \$2,500.00

Completely Equipped.

Sole Agents:

KIN CHEONG HONG.

37, Connaught Road Central. Tel. C. 6.

### COMMERCIAL CARS.

#### IMPORT DUTY IN BRITAIN.

(By G. M. Young, Director of the Albion Motor Co.)

A duty of 83.1/3 per cent. was placed on all imports of commercial and public service vehicles on May 1, 1926, largely owing to the efforts of the Association of British Motor Manufacturers. Before that private cars were subject to an import duty and Customs officials admittedly found it almost impossible to discriminate between private cars and commercial vehicles, more particularly in regard to replacement parts. In the case of the light van chassis as imported from America, the private car and commercial vehicle chassis parts are in many respects identical, and it was found to be quite impossible to keep track of such parts on which a return of duty had been made, and undoubtedly there was considerable evasion of the private car duty prior to May, 1926.

It will be seen, therefore, that if a duty on private cars is thought to be necessary or desirable, it automatically follows that a duty must also be placed on commercial and public service vehicles from the point of view of Customs and Excise administration. There is no doubt that the import duty has stimulated the production of commercial vehicles, and this can be seen from the estimated production for the following years of commercial vehicles:

1924	26,532 vehicles
1925	32,000 vehicles
1926	41,500 vehicles
1927	52,000 vehicles

#### HEAVY STOCKS.

After the war the commercial vehicle industry suffered severely owing to the fact that Britain became the dumping ground for thousands of lorries belonging not only to the British army but to all Allied armies. The industry, in fact, was brought almost to a complete standstill as the result of this policy. It is not worth while re-opening the question of the Slough agreement, but it is within the memory of all readers that a contract was entered into with the Slough Trading Co. under which the whole of the motor vehicles, spare parts and tyres owned by the British army, not only in Britain but in all theatres of war, were acquired for a sum which enabled this company to sell these vehicles at extremely low prices.

The result was that commercial vehicle manufacturers were unable to sell the output of their factories, and accumulated in nearly all cases very heavy stocks, ultimately having to face serious losses. The effect of this agreement and further foreign competition made it very difficult indeed for the commercial vehicle manufacturers to make a fresh start, and there is no doubt that the safeguarding duty, imposed by the Government in May, 1926, gave the real impetus which enabled manufacturers to go ahead with increased manufacturing programmes and so enabled them to compete more effectively in the overseas market.

Prices of commercial vehicles have been reduced in an astonishing manner since the war, and today the average price of twelve typical commercial vehicles (on a gold basis) is 104.2 per cent. of the year 1914 as 100. The cost of living index for 1927 was 187, and it is questionable whether there is any other commodity sold at the present time where such good value is obtained for the money. It should be noted that present-day prices include very radical improvements in design, electric lighting, spare wheels and tyres, and in the case of the lighter vehicles, pneumatic tyres.

The effect of the import duty can be seen from the fact that in the year 1926 the total commercial vehicle imports of chassis and complete vehicles were in excess of exports. In the year 1926 the total imports and exports were approximately equal, while in the year 1927 British exports exceeded imports.

#### HEALTHY INDUSTRY.

The very heavy task of attempting to regain foreign markets which had been lost during the war has been materially assisted by the import duty, which in some measure has protected the home market and enabled manufacturers to increase output, with a consequent reduction of overhead charges. It should be noted that in the motor industry the percentage of unemployed in 1927 was only 6.6 per cent., and this year is still further reduced to 5.8 per cent. In March, 1928, the numbers employed in the industry have also shown a progressive increase, and it can be definitely claimed that the decrease in unemployment is substantially due to the import duty.

### KOWLOON BUSES.

#### BODIES BY W. S. BAILEY & CO., LTD.

#### EXCELLENT WORK.

Three new buses built to the order of Messrs. Alex. Ross & Co., Ltd., by Messrs. Bailey & Co., Ltd., for the Kai Tak Motor Bus Co. have been officially inspected and tested at Kowloon, and, being found highly satisfactory, at once put to work on the roads; two similar buses are almost completed by Messrs. Bailey & Co., Ltd. The chassis of these buses are of the well-known "Dennis" low spring type, and were delivered to Bailey's shipyard a month ago since when the entire construction, upholstering, electric lighting, painting, polishing and lettering, etc., have been completed.

The bodies of these buses are of strong design and excellent finish and provide seating accommodation in upholstered Rexine covered spring seats forward for eight first class passengers, and polished hardwood seats aft for twelve third-class passengers. The interiors of the buses are neatly covered with Rexine, the floors of first-class compartment with linoleum and floors of third-class compartment spars. The windows are of the Strachan and Brown patent adjustable sliding type and the electric lighting, by Messrs. Wm. C. Jack & Co., Ltd., of neat and effective design.

At a trial of the buses on the 22nd inst. there were present for the Kai Tak Co. Messrs. Ho Sui-woon, Manager, Lam Moosing, Secretary, and Wong Fong-lai, Chief Engineer, Sub-Inspector Mason for the Police Department and Messrs. C. F. Mendham and A. A. Dand for the builders. Brake and lighting tests and general inspection were carried out by Inspector Mason and the buses then run at 30 m.p.h. when both brakes were applied pulling up the buses within their own lengths.

On the 24th inst. further trials were made in the presence of Mr. D. Burlingham, D.S.P., and Inspector Mason, Mr. T. Hayward for Alex. Ross & Co., Ltd., and Mr. Dand for the builders. The buses were tried on Tai-po-road and proved excellent climbers, quite free from vibration and most comfortable; brake tests as before were made coming down hill and the buses were duly approved by Mr. Burlingham as highly satisfactory and a great credit to all concerned.

### HUP SIX.

#### TAKES QUEZON TO HIS HOME.

Immediately after disembarking from the Dollar liner steamer "President Pierce" President Quezon hurried through the crowd and jumped in a Hupmobile Six accompanied by Mrs. Quezon and Felipe Buencamino, Jr.

It was the choice of the Senate President to use a Hupmobile for a speedy trip to his home and true to its form, the Hup went through the multitude and hundreds of automobiles with ease. It was no great difficulty to drive the car and its quick acceleration made it that much easier.

Four Hupmobiles were ready for the Committee and they were all used in the parade. The Hupmobile Eight Sedan, which made its first appearance before the Manila public, was well praised and while waiting at Pier 7, a good crowd of motorists inspected and admired this Eight of the Century.

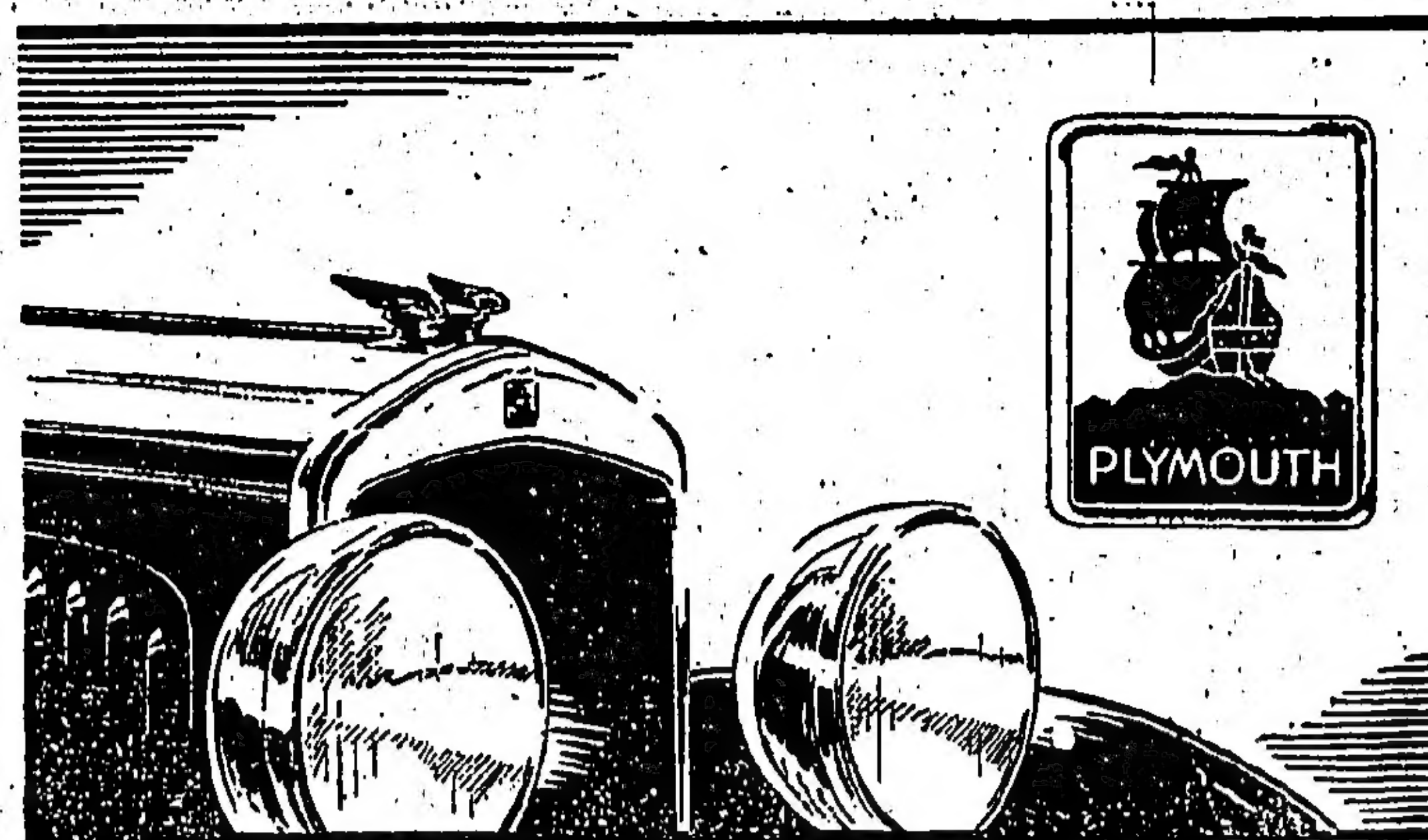
A wonderful Willys-Knight seven passenger Sedan was also used by the committee and it deserved the preference on account of its roominess. All cars offered to the committee by Parsons, Hardware Company and the Manila Overland Sales Co. were received with much enthusiasm as it marked the first time that both of these concerns offer their brand new cars for such purpose.

which came into operation in May, 1926.

Lastly, it is freely admitted on all sides that a strong and healthy commercial vehicle industry is essential in the interests of the country. The part played by the commercial vehicle in the recent General Strike is well known, and it is not too much to say that the Government's success at that time was due very largely to the commercial vehicle.

As already indicated, the trend of prices has been very materially on a downward scale, and the productive capacity of the various commercial vehicle factories in Britain is such that competition is likely to be extremely keen for some time to come. Until the experts of the industry reach 50 per cent. of their total production, there can be no real stability or prosperity.

## NEW CHRYSLER PLYMOUTH



### A New Car..A New Car Style..A New Zenith of Low Priced Car Luxury and Performance

New slender profile chromium-plated radiator.—Long, low bodies.—Generous room for 2 to 5 passengers, according to body model.—Luxurious deep upholstery and appointment detail.—New "Silver-Dome" high-compression engine, for use with any petrol.—Smooth speed up to 60 and more miles an hour.—Chrysler light-action internal expanding hydraulic four-wheel brakes—no other car of this price possesses this feature.

With the new Plymouth, Chrysler is the first to give, at so low a price, the advantages of performance, riding ease, dependability and full adult size which characterise fine cars of higher price.

It is so revolutionary an advance over other low-priced cars, it is such conclusive evidence of the past year's strides in the science of motor car manufacturing that you will surely want to see it and drive it.

A Plymouth ride is the best demonstration of the ease with which it leaps from 5 to 60 and more miles per hour—the quiet of its power and the smoothness of its flight. You yourself must

put your foot to the light-action internal hydraulic 4-wheel brakes to know the confidence of the fastest and safest deceleration you have ever experienced.

And above all, you must see its beautiful lines and finish, and stretch at ease in its deep upholstered, full adult-size bodies, to comprehend how completely the Plymouth surpasses cars in the low-priced field.

Please see and ride in the Plymouth. We believe you will discover there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

Sole Agents:—

## A. LUNG & CO.

#### SHOW ROOM:

19, Queen's Rd., C.  
Tel. C.1219.

#### SERVICE STATION:

Percival St., Wanchai.  
Tel. C. 4316.

### CARS IN FRANCE.

#### NATIVES OWN MORE AUTOMOBILES.

#### TRUST COMPANY REPORTS.

While in 1920 only one out of 164 inhabitants of France owned a motor car, at the end of 1926, according to an estimate given by Andre Ilchelin in the "Echo de Paris" and transmitted to the Bankers' Trust Company of New York by its French information service, there was one motor car for every forty-three inhabitants.

The rapid growth of this French industry may be seen from figures compiled by the French Press for the twenty-first annual automobile salon lately held in Paris.

The number of cars in use on which taxes were paid in 1894 amounted to 200 only, and rose successively to 17,107 in 1904, 107,535 in 1914, 581,200 in 1924, 725,700 in 1925, 836,500 in 1926 and 891,000 in 1927. To this, about 100,000 more cars, either army property or machines not yet delivered to buyers should be added, on which no taxes had been paid.

#### OVERHEAD CAMSHAFT ENGINES.

The fact that the new Morris Minor is to be fitted with an overhead camshaft engine is a proof of the march of progress in petrol engine design. There is no doubt that the overhead camshaft engine is ideal for the small utility car, and it is only natural that Mr. Morris should realise it.

He is not, however, by any means the first manufacturer to do so, for as far back as 1926 Mr. W. E. Bullock, of the Singer Company, decided that an engine of this type was most suitable for the Singer Junior car which he launched at the Motor Show of that year.

The chief advantages of the O.H.C. engine are that it allows for a reduction in the number of moving parts and—more important still—for a reduction in the amount of moving weight. Its main difficulty is in connection with its transmission. This, on the Singer Junior, is effected in what is probably the most efficient, most silent and most simple way—a silent chain, with a special chain tensioning device. An added advantage of this system is that the camshaft sprocket can be detached from the shaft in a minute; with the chain left in position. The cylinder head can then be removed in the usual way for decarbonisation or other purposes.

#### CAUSE FOR JARS.

Faulty ignition causes jarring and jarring causes other bad conditions.



### Great Moments In The Lives of Motorists

No. 3 of a series of 5

WHEN you've had an unpleasant experience with tires and you've decided to buy a complete new set only to find that you can't get all the information you want regarding mileage records and service and other things that men who buy tires want to know today and—

You come into our store and we give you just the information you want about Millers and the names of Miller owners who will tell you more and you decide Millers are the kind of tires you've been looking for all the time—man—you're on the right track at last.



Sole Agents:—

A. LUNG & CO.

#### SHOW ROOM:

19, Queen's Road C.  
Tel. C. 1219.

### "OAKLAND"

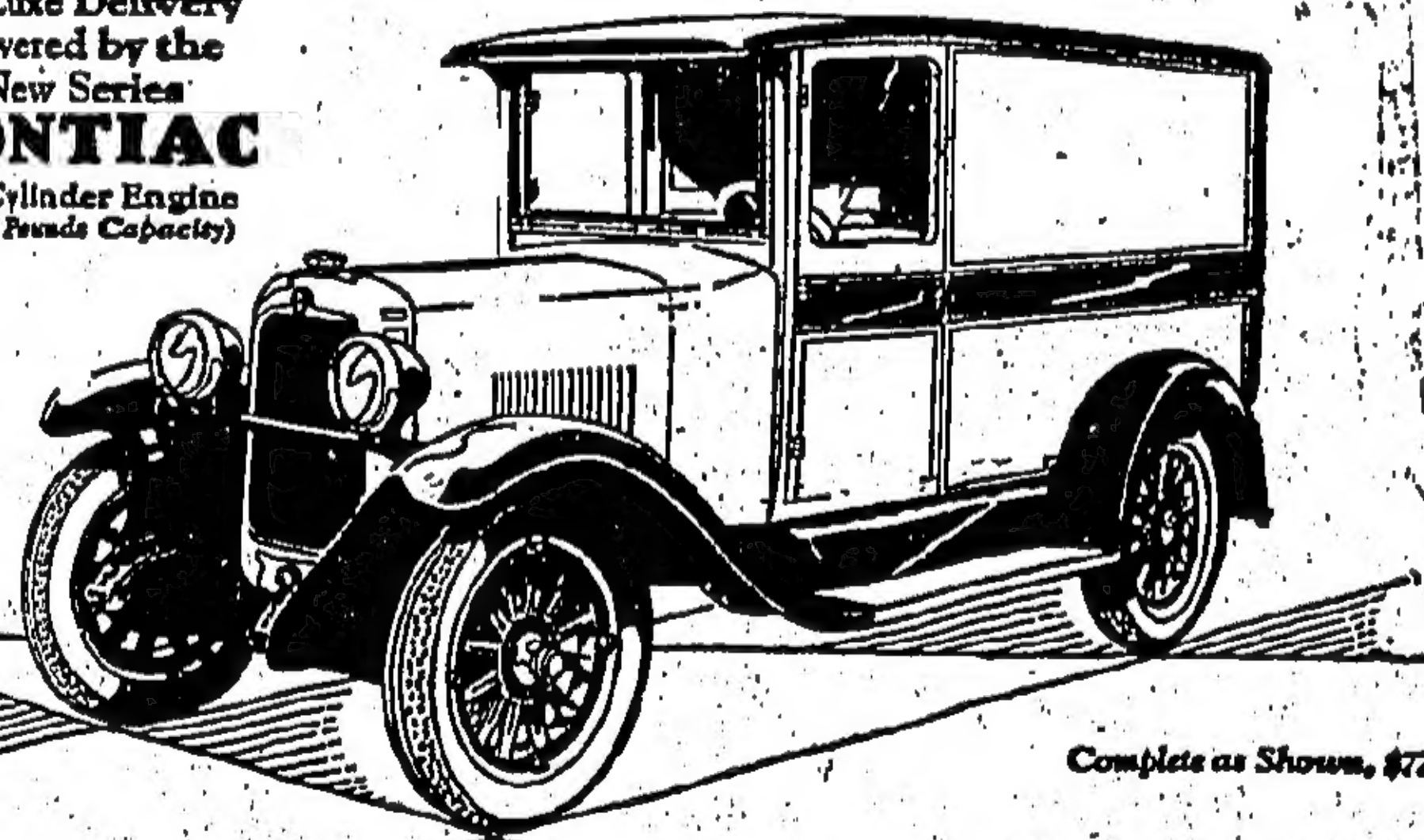
THE SMARTEST CAR ON THE ROAD.

L. C. LTD.

### ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY

## GENERAL MOTORS TRUCKS

De Luxe Delivery powered by the New Series PONTIAC Six-Cylinder Engine (1000 Brads Capacity)



Complete as Shown, \$770

### Lowest price at which a 6-cylinder truck was ever offered

Four wheel brakes... Improved, new series, Pontiac engine... Ventilated crankcase... Duco finish... Modern in all equipment... Only vast resources make such values possible!

#### 3 Great Series

#### PONTIAC

Six Cylinder Engine  
1000th, chassis \$695  
With Screen Body \$765  
With Fuel Body \$770  
2000th, chassis \$765

#### BUICK

Six Cylinder Engine  
Chassis prices  
One ton \$1109  
One and one-half ton \$1185  
Two ton \$1250  
(propulsion drive)  
Two ton \$1250  
(solid drive worm gear drive)

#### BIG BRUTE

Heavy Duty Engine  
2 1/2 tons to 3 1/2 tons capacity  
prices ranging from \$3690 to \$5820

All prices f.o.b. Pontiac, Michigan

### THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247

28 WONG NEI CHUNG ROAD, HAPPY VALLEY.

### A TRUCK FOR EVERY PURSE AND PURPOSE



## TO MANDALAY.

TOURING CAR MAKES  
THE TRIP.

## GRUELLING JOURNEY.

Though "The Road to Mandalay," immortalised by Kipling's ballad, is non-existent as far as the motorist is concerned, word has just been received by the Studebaker Corporation that a stock Erskine Six tourer recently made its own road on a gruelling trip from Rangoon to Mandalay, India—and not only succeeded in making the trip, but completed it in the record breaking time of 48 hours.

There are literally no roads between Rangoon and Mandalay—a distance of approximately 385 miles. But C. E. Perry, a Rangoon motorist, decided that the trip could be made. With a native guide and another companion, he set forth from Rangoon equipped with emergency road making tools, and supremely confident of the power and endurance of the Erskine.

The trip was a cross country run in every sense of the word. Occasionally there were narrow cart tracks to follow, but more often the Erskine blazed its own trail through the jungle. For five hours, at one stage of the trip, the car ploughed through soft paddy fields under a tropical sun that tested to the limit the power and cooling of the motor. In other places the caravan made slow progress through deep sand. There were streams to ford, with water well up over the running boards.

One of the most trying sections of the trip took the intrepid motorist through a region of elephant grass, where progress was made at the rate of a mile in four hours. This gave way to thorn covered open country, which could be traversed at better speed, though its roughness was a severe tax on the sturdiness of axles, frame, and body construction.

On their arrival in Mandalay the Erskine and its driver were welcomed with a demonstration by members of the National Club, and the feat praised throughout Burma and India as one of the most outstanding accomplishments in Indian motoring.

## A FAMILY AFFAIR.

WHAT THE STUDEBAKERS  
ARE DOING.

## THE ERSKINE SIX.

It is a dull week for Studebaker's family of championship automobiles when at least one of the quartette does not make or break a record for performance, economy or durability. Usually it is the champion Commander or the President Eight that do the heroic deeds, but the Director and the Erskine Six, undefeated American stock car champions of their price classes, frequently contribute to the "family's" glories and victories.

The latest triumph of a Studebaker car is reported from Buenos Aires, Argentina, where an Erskine Six has just completed a remarkable cross-country run. The run was made over 567 miles of unpaved roads between Buenos Aires, and Mar del Plata. The Erskine Six, strictly stock and fully equipped, completed the dash in exactly 15 hours—and broke every previous record for cars of similar price.

The car was driven by Senor Jose Moran. The Erskine's ability to negotiate at high speed, the rough roads of this part of the Argentine, attracted considerable attention when the morning editions of "La Nacion" and "La Prensa," Buenos Aires newspapers, were delivered in Mar del Plata, 9 hours ahead of the regular train delivery time.

## NEW HUPS.

PIONEER BUYER BOOSTS  
THE CAR.

Nineteen years ago, at this time, Walter C. Zinn, now a San Francisco business man, was driving a new model Hupmobile. And, believe it or not, all the boys (also the girls) in his home town, which then happened to be Minneapolis, were declaring that his new car was the smartest thing on wheels. And no doubt it was, declares E. W. Milburn, manager of the Greer-Robins Company, Hupmobile distributors in California.

Zinn now is the owner of a new Hupmobile Six. Zinn, speaking of his earlier Hupmobile, said: "I remember when I first purchased the old car back in 1909. I believe it cost me just \$750. I bought it from a fellow named J. O. B. Minneapolis, and at the time I purchased it I was not so certain as to just how far it would be possible to travel in it without having to take a chance on walking back."

## "SAFEGUARDING."

EXAMPLE OF MOTOR  
INDUSTRY.[By W. R. Morris, Governing  
Director of Morris Motors.]

There is a strange irony in the fact that a system of protective duties which has been of great benefit to certain industries in Britain should have been named after a Liberal. Since the duties were first imposed Mr. McKenna has migrated from the political world, and his present political views are an unknown quantity; but the fact remains that he was one of the leaders of the Liberal party when the policy was first adopted.

The irony of the situation grows even greater when one observes that one of the most prominent opponents of the McKenna Duties and the safeguarding of industries policy at the present time is Mr. Lloyd George, who was an important member of the Government which introduced the former, and was actually Prime Minister at the time when the latter first saw the light of day.

The stark realities of war play havoc with academic theories. It was the war that brought into prominence the problem of the key industries, the neglect of which, owing to a blind adherence to Free Trade principles, caused the country needless suffering and waste. It was the war which convinced even Free Traders that circumstances may arise, such as the need for protecting the exchange, which may necessitate some modification of their hard and fast theories.

Unfortunately, however, the lessons of the war are apt to be quickly forgotten, and thus it is that we are faced with the spectacle of Mr. Lloyd George being compelled by the position which he occupies as Leader of the Liberal party to be faithless to his own god-child.

## BENEFITS.

Facts are, however, more instructive and more powerful than purely academic theories. The history of the motor industry in particular provides an illustration of the great benefits which accrue to industry from the policy which is now being pursued, perhaps to an insufficient extent, by the Conservative party. The abnormally rapid expansion in that industry is an undisputed fact.

In 1922 there were 73,000 cars and vehicles produced in Britain. In 1927 the figure had risen to 209,000. In 1928 194,420 persons were employed in the industry.

In 1927 the figure had been increased to 232,880. These totals only show the numbers of persons employed directly by the motor industry itself, and do not include those employed by the many other trades who are dependent on the motor industry for the sale of their products.

Few people, I think, appreciate the number of these dependent trades, as I find it generally accepted that they consist of the engineering and steel industries only. In actual fact, if the manufacture of tyres, bodywork, and upholstery is taken into account as well as the chassis, it will be found that there is hardly a primary industry not represented.

## MORRIS SALES.

Four years ago the value of motor-cars and parts which were exported from Britain was \$6,513,566, whereas in 1927 the value was \$10,558,308. If I may be allowed to take as an instance one of the businesses with which I am personally associated, namely, Morris Motors (1926) Ltd., the sales in 1927 were three times as great as the sales in 1923, while the number of men employed in the company has risen from 5,800 in April, 1924, to 9,372 at the present time.

Such figures are sufficient to show the abnormal rate of expansion. It may, however, be argued by the unrepentant Free Trader

case with all automobile in those days, and my reason for purchasing a Hupmobile was because I thought I had a better chance of getting back without walking than I had with some other make. "I made a trip one summer with a friend of mine, and to keep them getting laughed at, we covered the hood of the car with a sign which read, "From Minneapolis to Nowhere." This was done so that we could stop anywhere it might strike our fancy, and the car's fancy, without letting everyone know that our car did not choose to run.

"However, the car proved to be a mighty fine automobile, and it gave me years of faithful service before I sold it. It was still running strong and I wouldn't be surprised if it is running yet, as I would be possible to travel in it without having to take a chance on walking back."

"This, you understand, was the year."

that owing to the developments of road transport the motor-car industry was of its very nature a rapidly expanding business, and that the McKenna Duties have played no part in promoting its prosperity. In order to answer this contention, it is only necessary to examine the situation which arose consequent upon the repeal of the McKenna Duties by Mr. Snowden in 1924.

As will be remembered, the announcement of the repeal was made at the end of April, 1924, while the duties were actually removed as from Aug. 1 in that year. In the following Budget the duties were re-imposed by Mr. Winston Churchill, with effect as from July 1, 1925.

## IMPORT FIGURES.

The statistics in regard to imports provide a striking commentary.

In 1924 the number of (complete) cars imported was 13,707.

In 1925 imports leapt up to the abnormal figure of 32,852. In 1926 they dropped again to 12,015.

The picture becomes even more striking if one divides these years into periods of six months.

During the first six months of 1924, when the duties were still in operation, the imports were 6,033.

In the second six months after the duties had been removed imports rose to 7,674.

In the first six months of 1925, while the duties were still off, the figure rose to 27,708.

But in the second six months of that year, after the re-imposition of the duties, the figure fell to 5,144.

The suggestion in the face of such figures that the McKenna Duties have no influence upon the British motor industry is a sheer absurdity. But if these statistics were not sufficient to prove the point, I could fortify the argument by my own experiences. On April 1, 1924, the number of men employed by Morris Motors (1926) Ltd. was 5,300. As soon as the removal of the McKenna Duties was notified in Mr. Snowden's Budget of that year there was such a falling off in business that it was necessary not only to stand off about 1,250 men immediately, but to put the remainder on short time from May until the following September.

## PRICE DECLINES.

It is, however, a favourite contention of Free Traders that under a system of Protection, even if a particular industry may derive some benefit, the consumer is going to pay for that benefit in an increase of price. Let us see what truth there is in such a suggestion in so far as the motor industry is concerned.

In the first place, if we take the motor industry as a whole there has been a steady and continuous fall in price. Statistics have been prepared based upon the prices of twelve typical models of private cars and commercial vehicles. If the index figure in 1914 be taken as 100, in 1922 it stood at 135. Since then it has fallen rapidly and continuously, until 1927 it stood at 83.4.

In the case of commercial vehicles the index figure has fallen from 126 in 1922 to 104 in 1927. This calculation is based on nominal prices, but if allowance be made for the change in the value of money it will be found that current prices of private cars are 47 per cent. below the pre-

war level. In addition, the present-day purchaser of a motor-car is receiving a great deal more for his money owing to modern increases in accessories and equipment. In the case of Morris Motors (1926) Ltd. prices have fallen since the re-imposition of the duties in 1925 by no less than 22 per cent.

## THE REAL TRUTH.

There is, however, another argument. If it be true that the consumer pays for the tax, the removal of the McKenna duties in 1924 ought to have been followed by a proportionate reduction in the price of foreign cars. Facts, however, show that in the majority of cases prices remained unchanged. In some cases prices were slightly increased, while in a comparatively small proportion there was a reduction of prices which had no precise relation to the amount of the duty. Moreover, the re-imposition of the duties was followed in many cases by reductions in price.

The real truth of the matter is that with a flourishing industry in Britain the foreign competitor is not in a position to dictate to motor users in this country in the matter of price. He is compelled to adapt himself to the price conditions which prevail in the British motor industry, and it is largely on this account that there have been several instances of foreign firms setting up factories in Britain for the production of motor-cars and motor tyres, thus giving additional employment to British workmen.

To anyone who is prepared to investigate impartially the development of the motor industry the figures must inevitably demonstrate the fact that the result of the duties has been to foster production, to diminish imports, and to swell the volume of exports without imposing additional burdens upon the motor user. I have little doubt that a similar case could be established in regard to many other industries which have benefited by the McKenna Duties or the safeguarding of industries policy, and it is my firm belief that the Government would do well to extend the system to cover any industry which may be confronted with severe competition from foreign countries.

## A VITAL PROBLEM.

Probably the most vital problem to-day is unemployment, and experience of these protective duties has shown that there are few more effective remedies for promoting employment than import duties of this character. Until it can be proved by opponents of the policy that the consumer has to pay an undue penalty in the shape of increased prices, I strongly maintain that British industries ought not to be allowed to suffer by being kept in a state of permanent disadvantage with foreign competitors, many of whom already enjoy the benefit of reduced costs of production and lower burdens in respect of taxation.

Free Trade for all is a glorious idea with which nobody would venture to disagree. But as its attainment is obviously out of the question, having regard to the declared policy of foreign countries, it is unjust that British industry should be made the victim of theorists, whose doctrines are to a large extent based upon an unduly optimistic view of mankind in general and foreign competitors in particular.

GROWTH OF BRITISH MOTOR  
PRODUCTION.

Below is an interesting table showing the post-war progress of the British motor industry. It shows that in both of its branches there has been consistent progress. Since 1922, when conditions after the armistice became relatively stabilised, exports have been moving upwards.

In 1926 there was for the first time a definite balance of exports over imports. This continued in 1927. Whether 1928 will show a similar balance is as yet problematical. Ninety-five per cent. of British motor exports go to the Dominions, and of these about half are taken by Australia. For some time, however, the Australian position has been unfavourable, due mainly to the restriction on credit, and it remains to be seen whether conditions will right themselves before the end of the year.

	Private Vehicles.			Commercial Vehicles of all kinds.		
	Production.	Exports.	Imports.	Production.	Exports.	Imports.
1919	24,000	1,754	4,972	6,000	438	2,638
1920	50,000	6,718	29,192	10,000	1,715	16,246
1921	32,000	2,962	8,273	8,000	800	3,193
1922	53,000	2,441	20,317	15,000	600	2,515
1923	68,000	5,007	24,127	21,000	1,252	5,699
1924	105,000	12,477	21,448	26,000	3,119	5,628
1925	121,000	23,293	41,337	32,000	5,808	7,448
1926	133,000	26,911	16,491	41,500	6,477	6,401
1927	167,000	28,557	27,219	52,000	7,189	5,480
1928	80,000	19,460	11,976	28,000	2,500	2,030

\* Approximate figures for five months only. Concerning the big imports figure for private cars for 1925, the explanation usually accepted is that while the Conservative Government decided to re-impose the McKenna duties in April, 1925, the re-imposition did not actually operate until the succeeding July. Meanwhile there had been heavy imports.

Commercial vehicles were protected for wholesale dumping, the duties coming into effect immediately after the announcement had been made by the Chancellor of the Exchequer when introducing his Budget.

In general the tables show that British production of private cars in 1927 was nearly seven times that of 1919. In the case of commercial vehicles the proportion was nearly nine times as large. In 1919 one commercial vehicle was made for every four private cars. In 1927 there was one new commercial vehicle for every three private cars manufactured.

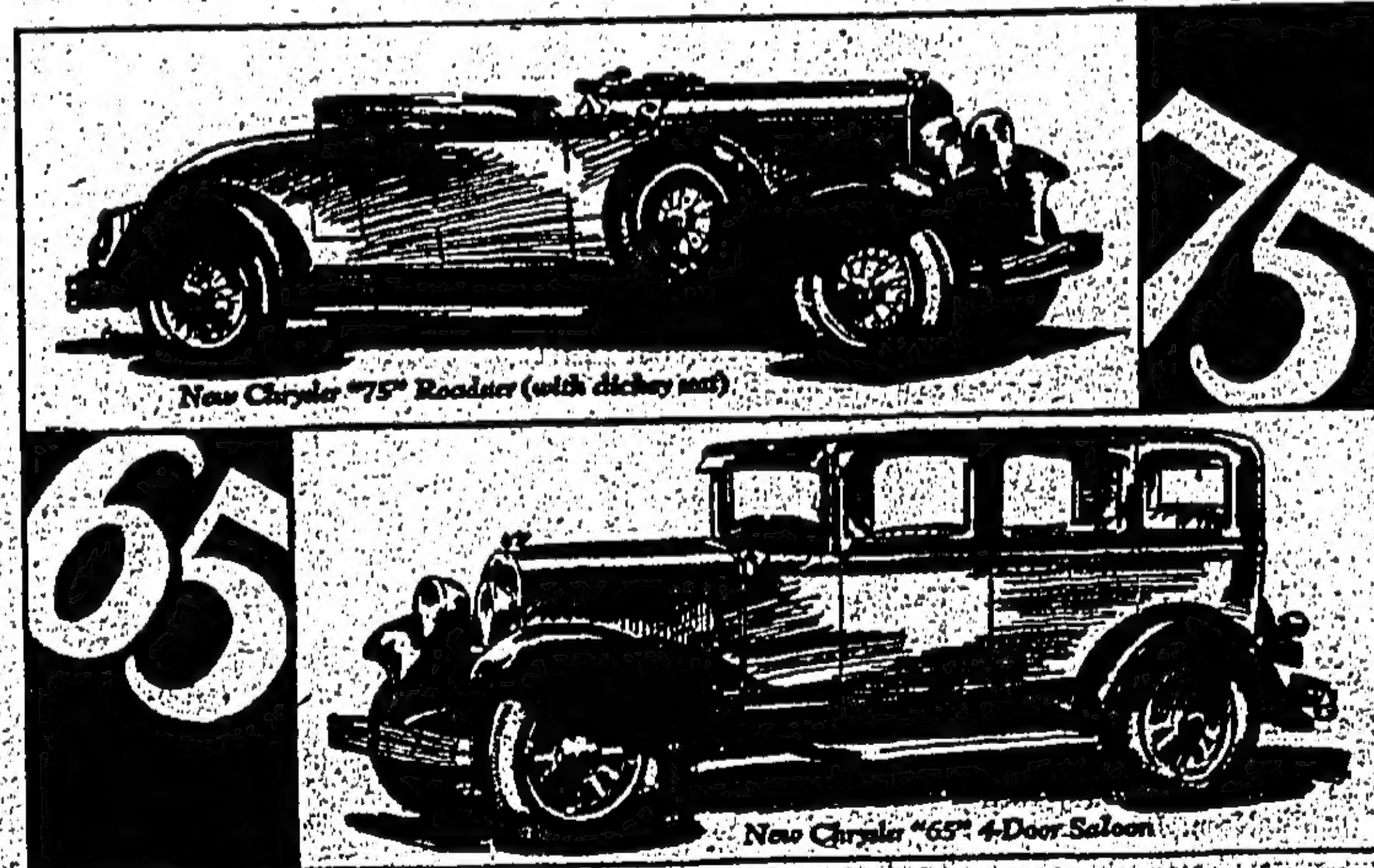


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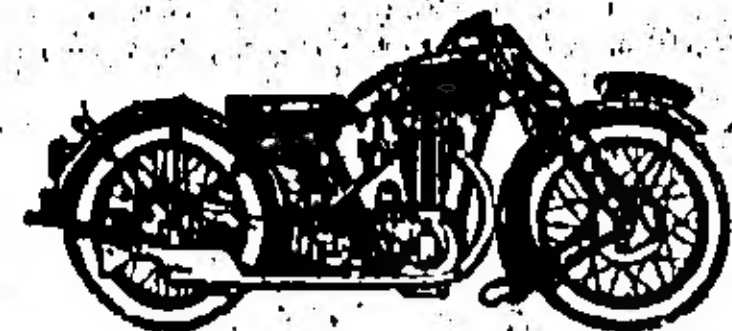


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## POST OFFICE NOTICE.

The Money Order Office has been removed to the Public Hall on the ground floor of the G.P.O.

The Hong Kong Post Office for 1928 is now on sale at the General Post Office and Kowloon Post Office at the price of 50 cents a copy.

The afternoon mail service to Macao has been resumed.

### INWARD MAILS.

From	Per
THURSDAY, AUGUST 30.	
Shanghai and Amoy	Luchow
FRIDAY, AUGUST 31.	
U.S.A., Canada, Japan and Shanghai	President McKinley
Shanghai and Europe via Siberia	Naldora
SATURDAY, SEPTEMBER 1.	
Shanghai and Swatow	Sinkiang
SUNDAY, SEPTEMBER 2.	
Straits	Hakozaki Maru
Straits	Nagore
MONDAY, SEPTEMBER 3.	
Manila	President Taft
Australia and Manila	St. Albans
Canada, U.S.A., Japan and Shanghai	Empress of Asia

### OUTWARD MAILS.

For	Per
THURSDAY, AUGUST 30.	
Saloon	Clara Jensen 4.30 p.m.
Japan	Kashgar 5 p.m.
Shanghai and Europe via Siberia	Kashgar 6 p.m.
FRIDAY, AUGUST 31.	
Swatow, Amoy and Fuchow	Halvard Noon
Manila, Sandakan, Australia and New Zealand via Thursday Island—due Thursday Island, 15th Sept. Parcels Noon. Registration 1.45 p.m. Letters 2.30 p.m.	Tanda
Macao	Wing On 2.15 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 28th Sept. K.P.O. Parcels 4.30 p.m. Registration (Sept. 1st) 9 a.m. Letters (Sept. 1st) 10 a.m. G.P.O. Parcels 5 p.m. Registration (Sept. 1st) 9.45 a.m. Letters (Sept. 1st) 10.30 a.m.	Naldora
SATURDAY, SEPTEMBER 1.	
Macao	Wing On 2.15 p.m.
Shanghai and Europe via Siberia	Glongarry 6 p.m.
SUNDAY, SEPTEMBER 2.	
Swatow, Amoy and Formosa	Kishu Maru 9 a.m.
Bangkok via Swatow	Kaying 9 a.m.
MONDAY, SEPTEMBER 3.	
Shanghai and Japan	Hakozaki Maru 10.30 a.m.
Shanghai and Dalny	Luchow 2.30 p.m.
TUESDAY, SEPTEMBER 4.	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 5th Oct. K.P.O. Registration 1 p.m. Letters 1 p.m. G.P.O. Registration 1.45 p.m. Letters 2.30 p.m.	Aeneas

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## THE PLANE DISASTER IN PUGET SOUND.

### WRECK LOCATED.

BODY OF MR. MACCALLUM SCOTT & OTHERS FOUND.

### WELL-KNOWN M.P.

London, Yesterday.  
Mr. MacCallum Scott, a prominent British politician, and his wife have lost their lives while flying as passengers in an aeroplane which left Victoria, British Columbia, on Saturday for Seattle. The distance was only 180 miles but all trace of the machine had been lost.

A message from Vancouver, received in London today, states that the missing plane has been recovered in 30 feet of water in Puget Sound, and the dead bodies of Mr. and Mrs. Scott and five other persons were in the cabin. Mr. Scott was visiting Canada partly on holiday and partly to collect material for a book on emigration and forestry.

He became a Member of Parliament for Bridgeton Division of Glasgow as a Liberal in 1910. In 1922, standing as a Coalition Liberal, he was defeated in that constituency by Mr. Maxton, the Socialist.

In 1924, he joined the Labour party, and became its candidate for East Aberdeenshire.—British Wireless Service.

### MONEYLENDING.

### CLAIM FOR PROMISSORY NOTE BALANCE.

### VARIOUS PAYMENTS.

Before Mr. Justice Jacks, in the Summary Court yesterday afternoon, an Indian moneylender named Sundagat Singh, who was represented by Mr. C. A. S. Russ, claimed the sum of \$440 as balance due under a promissory note for \$640, from Mr. J. S. Landolt, of the Canadian Pacific S.S. Company. Mr. J. M. d'Almeida Remedios represented defendant.

The plaintiff said, in evidence, that he was first introduced to defendant in 1924, by a man named Ah Young. On November 3, of that year, the defendant borrowed \$640 of which \$200 had been repaid by instalments. When the note was drawn up and signed the defendant used the word "We" but, after signing, he crossed out "We" at the plaintiff's request and substituted "I." The defendant put his initials to the alteration.

An account book was produced by the plaintiff which showed various payments. He said that before the loan of \$640 he had lent the sum of \$100 on the joint signatures of Mr. Neves and Mr. Landolt. That amount had been paid back, but the note had been lost.

The plaintiff went on to say that he always went to see the defendant on the first or second day of every month when he was sometimes paid and sometimes not. He pointed out that Mr. Landolt had only paid \$2 in January, this year.

Cross-examined by Mr. Remedios, plaintiff said that he was introduced to the defendant in May, 1924, and within a few days he signed a joint note with another man for \$120, the amount actually lent being \$100 between them. They both signed that note. The next transaction was in June, when the defendant personally borrowed \$136 and signed for double that amount. He again borrowed \$200 in September, 1924, signing for \$400. He also signed as a guarantor for a third party in May. On the May note, the defendant and Mr. Neves paid the money back at the rate of \$12 a month.

Plaintiff agreed that that May note had been paid off and stated that he had received back \$72 on the June note. That note had been lost.

Mr. Remedios: That is a very convenient explanation.

Mr. Remedios said he had evidence to show that the word "We" would bring in a friend of the defendant. They arranged for a loan of \$400 for which they signed for \$800, payable in monthly instalments of \$50 a month. That was in August, September and October instalments were paid, leaving \$840. On November 1, the plaintiff reported the note as lost and said he had made a report to the police to that effect. In view

## THE PRINCE OF WALES AND WIRELESS.

### VISITS RUGBY.

INSPECTS THE GOVERNMENT'S SUPER-POWER STATION.

### ASCENDS THE MAST TOP.

London, Yesterday.  
H.R.H. the Prince of Wales today visited the Government Super-Power Wireless Station, at Rugby, which is capable of communicating with any part of the globe and which serves *inter alia* for the worldwide broadcasting of British official news service and the telephonic service to America.

His Royal Highness arrived at the station unexpectedly, accompanied by his brother, the Duke of Gloucester. The prince inspected all the departments and showed a keen interest in the apparatus and in the transmission of messages.

The Prince of Wales then expressed a desire to ascend one of the masts, which are over 800 feet high, being the tallest in the world.

While his brother left to pay a private visit to a friend in the neighbourhood, the Prince of Wales was taken up the mast in an electric lift and on the platform on top, he remained for a considerable time enjoying the excellent view.

A strong wind was blowing and the mast, which is designed to withstand a wind pressure of 140 miles an hour, nevertheless swayed appreciably. When he reached the ground again, the Prince expressed delight with his experience. He said it was a wonderful station and that it was marvellous that telephonic communication could be established so easily between this point in the heart of England with America.—British Wireless Service.

## GLACIER ON RIVER.

### THREATENED FLOODS IN INDIA.

Simla.—Agriculture in the Punjab is threatened by the formation of a glacier on the River Indus at Leh, capital of the Ladakh district, in Kashmir. The river is dammed by the glacier, and the district of Leh is threatened with drought.

At Attock, in the extreme north of the Punjab, the volume of water in the Indus is increased by the union with it of the Kabul River, bringing down the whole drainage of the Southern Hindu Kush Mountains. If the glacier remains, the area between Leh and Attock will become arid, but if it bursts when, in the Attock area, the river is full, immense areas are likely to be inundated.

The Government of the Punjab are taking the precautions necessary to safeguard the interests of the cultivators, and, if necessary, the glacier will be blown up before the lower reaches of the river become full.

An inundation of the valley of the Indus, over 370,000 square miles in area, occurred in 1841, when a glacier formed over an accumulation of water in the Nubratse district and burst owing to the pressure. The released floods poured over the Shyok Valley, drowning the entire Sikh army and carrying everything before them.

Another flood occurred in 1853, the river rising 90 feet in a few hours, and much property being destroyed. Protective works have been completed in the Dehra-ghazi Khan district.

The Home Secretary declined to reprimand Albert George Absalom, aged 28, the murderer of Mary Allen, aged 26, at Liverpool.

It is recommended that Kennington rates for the half-year be fixed in the £, a reduction of 1d.

of that loss Mr. Landolt gave a new note, which he himself signed, and then asked his companion to sign, which he refused at that time to do, and asked for a letter of indemnity, which was given. The case was adjourned until the afternoon of Friday week, his Lordship making an order for mutual discovery.

## PORT DARWIN AS AN AIR BASE.

### A PREDICTION.

SIR JOHN SALMOND ON THE PORT'S RESPONSIBILITY.

### AUSTRALIA FLIGHT.

Port Darwin Yesterday.  
Sir John Salmond, who is making a round-Australia flight, in the course of his duties as adviser to the Australian Government on the re-organisation of the Air Force, in a speech at a reception, on his arrival here, said that it was quite possible that the construction of the Singapore Naval Base would throw considerable responsibility upon Port Darwin and that likely an Air Force Base would be created there.—Reuter.

## POOR RELIEF TRICK.

### TOBACCO INSTEAD OF GROCERIES.

At North London Police-court, Nellie Harron, a general shopkeeper, of Georges-road, Holloway, was summoned before Mr. Basil Watson for obtaining ninepence from the Islington Board of Guardians by false pretences. James Andrew Cain, of Hope Cottages, Edengrove, Holloway, was summoned for aiding Harron in the commission of the offence.

Mr. Clifford Watts, who appeared in support of the summons, said that Cain was given an out-relief order for 14s. worth of groceries, and presented it to Mrs. Harron. One of the items supposed to have been supplied was flour, but as a fact one ounce of tobacco was substituted for the flour.

An official of the guardians stated that since 1920 Cain and his family had received £450 in relief. It was known to witness that tobacco instead of groceries was being supplied to persons on the rates all over the parish, but it was very difficult to get evidence to support a prosecution. In this particular case Cain had threatened to take his relief ticket elsewhere if Mrs. Harron refused to supply the tobacco. If he had done so it would have meant a considerable loss to her as a small shopkeeper.

Mr. Basil Watson said this sort of thing was a swindle on the ratespayers and also on poor children. If other cases came before him he should send the defendants for trial. The defendants were fined 40s. each.

## JAPAN & TREATIES.

### Question to Be Opened.

Tokyo, Yesterday.  
As a result of the Cabinet's discussion of the Nationalists' second note, it is understood that the Government has decided to accept the Chinese demand for opening the question of treaty revision, after assuring itself that China is really sincere. As, however, there is still some doubt of China's sincerity, the Government will not issue a reply for the time being, as it does not desire to prolong the legal controversy over the interpretation of Article XXVI of the Treaty.—Reuter.

## ROMAN FINDS.

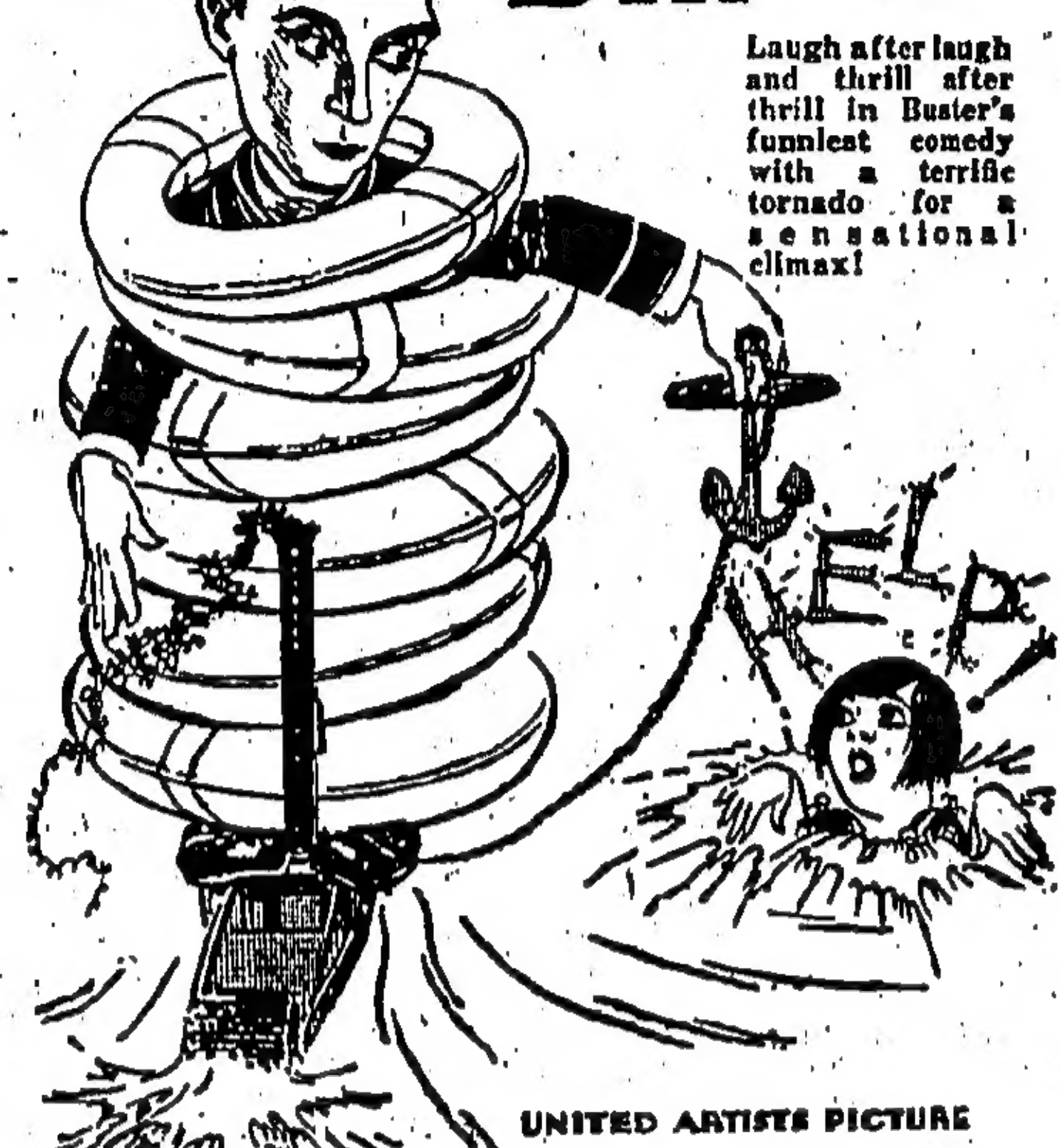
### FORTRESS RELICS UNEARTHED AT YORK.

York.—During excavations in the centre of York a section of Roman wall, which formed part of the internal buildings of the Roman fortress, has been discovered.

There is a continuous, well-preserved wall, about two feet high and fourteen inches broad, across the excavation, and parallel with it are the fragments of two similar walls. These relics, situated not far from the site of the gate of the old fortress, probably belong to the third or fourth century. The discovery is regarded as of much value, as there are very few relics left of the interior of the fortress.

At an inquest at Leicester on ex-Police Supt. Carson, who died while motor-cycling, a doctor stated that he had acute pneumonia and did not know it, and died from it.

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